AMERICAN RAILROAD JOURNAL.

STEAM NAVIGATION, COMMERCE, FINANCE,

ENGINEERING, BANKING, MINING, MANUFACTURES.

ESTABLISHED IN 1831.

PUBLISHED WEEKLY BY JOHN H. SCHULTZ, AT NO. 9 SPRUCE ST., NEW YORK, AT FIVE DOLLARS PER ANNUM.

SECOND QUARTO SERIES, Vol. XXVII., No. 50.]

SATURDAY, DECEMBER 16, 1871.

[WHOLE No. 1,860, Vol. XLIV.

MR. FREDERIC ALGAR, No. 8 Clements Lane, Lombard Street, London, England, is the authorized European Agent for the JOURNAL.

PRINCIPAL CONTENTS.

Chesapeake and Unio Kaliroad
Cincinnati, Richmond and Fort Wayne R. R. 1381
Boston and Providence Railroad
Tide-Water Receipts
Imports of Dry Goods
Fort Huron and Lake Michigan Railroad 1383
Federal and State Securities
Dividend and Interest Tables 1384, 1386
Railroad Share List
Stock Exchange and Money Market1401
Atlantic and Gt. Western Railway1403
Journal of Railroad Law
On the Progress of the through Railway .
Route to India
United States Mint

American Railroad Journal.

New York Saturday, December 16, 1871.

Chesapeake and Ohio Railroad,

The annual meeting of the stockholders of the Chesapeake and Ohio Railroad Company was held in Richmond, Va., on the 7th inst. The President in his Report states that the bonds of the company now command 94 cents on the dollar, and prophesied a premium within the year. The road. is now completed from the city of Huntington, on the Ohio River, to the month of New River. That portion of the line between the mouth of New River and White Sulphur Springs (102 miles), which will complete the line from the city of Richmond to the Ohio River, is all under contract, and the grading and masonry on eleven miles of it is completed, and the balance of the work is progressing so favorably as to leave no doubt that the whole of it will be completed, and that the cars will be running daily over the entire line from Richmond to the city of Huntington before the close of the present fiscal year.

The surveys which have been made during the past year establish the fact that connections may be made at either of several points on the Chesapeake Bay, having good harbors and abundant depth of water and easily accessible from the ocean at all seasons of the year, at moderate cost, to it are being made,

The funded debt of the road secured by mortgage is \$11,237,100; the amount of bonds issued for funded interest is \$163,844 95; dividend bonds \$29,312; the floating debt \$1,234,906 11.

The General Superintendent states that the earnings of the Company from passengers, freight, &c., amount to \$769,265 05; expenses, \$479,256 62; net receipts, \$290,008 43. The increase for the year is \$91,939,78. There is also a decrease in the expenses of \$138,182 41.

The equipment consists of 37 locomotives, 15 first-class and 6 second class passenger cars, 12 baggage, mail and express cars, 205 box cars, 55 stock cars, 124 flat cars, 20 gondola cars, 10 caboose and boarding cars and 7 gravel cars; 100 freight cars have been purchased, and 50 freight, 61 dump, 6 gravel, 3 passenger and 1 mail and express cars have been built at the Company's

The Directors of the road are; Messrs. C. P. Huntington, A. A. Low, W. H. Aspinwall, of New York; Pliny Fisk, of Pennsylvania; David Stewart, Jonas B. Clark, Wm. B. Hatch, of New York; H. C. Parsons, of West Virginia; John Echols, Wms. C. Wickham and Jos. R. Anderson, of Virginia

International Bridge Proposed.

The Buffalo Express, of December 5, says: The Great Western Railway Company of Canada, finding difficulties in the proposed connection of their "Loop Line" with the Grand Trunk Rail. way, at Cayuga, now contemplate extending the Loop Line to Niagara river at Black Creek, and there making an independent crossing of the river. by bridges from the Canadian shore to Grand Island, from Grand Island to Tonawanda Island, and from Tonawanda Island to the eastern bank of the river at Tonawanda, where connection can be made with both the Erie and Central Railways. It is understood that engineers are now engaged in making surveys for carrying the proposed road in making surveys for carrying the proposed road across Grand Island, which is some six miles in width at the point indicated. We have no doubt that the point in question is, in some respects, a very favorable one for crossing the river; but it has the disadvantage, both for the railroad and this city, of being several miles removed from Buf-We do not know that the project has been determined upon, we are only informed that it is in contemplation, and that surveys with reference

Cincinnati, Richmond and Fort Wayne

The Fort Wayne Gazette says that the last rail was laid and the last spike driven on the Cincinnati, Richmond and Fort Wayne Railroad on the 6th inst. The two parties of workmen, working from both ends of the route, the one under the auspices of the company and the other of Hugh McKee & Co., contractors, met each other at the expected time. Quite a number of people were present from Portland, Decatur, Fort Wayne, &c., including Hon. Wm. Parry, president of the company, Hon. Jesse L. Williams, chief engineer, Gen. Hugh McKee, builder, and others. The Gazette adds:

The completion of this road is an event of too much importance to the interests of this city and state to he entirely overlooked. As the continuation of the Grand Rapids and Indiana Railroad, which thrusts its long arm through the magnificent pineries of Michigan and lays its hand upon the straits of Mackinaw, it binds together and consolidates interests which hitherto have lain widely apart. The almost unrivalled situation of Fort Wayne as a railroad centre is now manifest to the world. In direct communication with the Atlantic and Pacific seaboards, the head of Lake Erie and the Mississippi river, the western shore of Lake Huron and the city of New Orleans, the eastern shore of Lake Michigan and the city of Savanoah, she may well enjoy a dream of prosperity in keeping with the glittering possibilities of her future.

The district of country which this road opens up is one of the most important in the state. Leaving Fort Wayne side and side with the track of the Pittsburgh, Fort Wayne and Chicago Railway for a distance of five miles it strikes off in a direction a little east of south by a direct tangent to Decatur, the county seat of Adams county; thence nearly due south to Portland, the county seat of Jay county; thence a little west of south to Ridgeville, where it intersects the Pan Handle route; thence a little east of south to Winchester, the county seat of Randolph county, where it intersects the Bellefontaine road; and thence to Richmond. From this point through to Cincinnati it penetrates an extensive network of railroads, all of which will be benefited and contribute to the success of this line. The road will be to some extent under the control of the Penmylvania Railroad Company, but it will lose nothing from its connection with this powerful corporation, whose ability in the management of vast public interests is without parallel in the history of railroads,

Iron Freight Cars.

The Baltimore American says that the Baltimore and Ohio Railroad Company have experimented with iron freight cars, and while finding them an improvement over the wooden car, it was also discovered that in numerous instances certain kinds of freight were rendered useless by the sweating process to which iron cars are subjected. To obviate the sweating process a system of ventilation was resorted to, when it was found that if the goods were not covered with dust they were in great danger of being set on fire by sparks which found their way into the cars through the channels left open for ventilation. The Company however, is experimenting with iron cars, and will use every exertion to bring them into general use.

Boston and Providence Railroad.

The earnings of this road for the year ending September 30, 1871, were as follows:

From	passengers	\$761,517	98
44	freight	604,196	39
88	rents	12,398	44
46	expresses	26,979	27
66	mails	6,145	51
-46	interest, etc	3.043	27
66 -	dividends	1,200	
			_

\$1,415,480 86 Expenses, viz: Repairs of railroad..... \$78,942 62 Sleeper account 23.213 54 28,122 53 New iron rails New steel rails.... 25.664 52 Repairs and renewals of locomotives 74,447 44 Repairs and renewals of cars 120,049 41 New station houses and 95.248 19 fixtures and repairs ... 15 385 62 New bridges and repairs 4,655 59 Fence account 1,848 16 Snow account Gratuities and damages. 13,916 18 Passenger department., 109,212 44 Freight department 145,631 69 Wood, coal and water... Miscellaneous expenses. 99.844 54 22.019 88 Switch and gatemen... Taxes and insurance, 28,538 05 34,743 69 (city, town, etc.).... Oil and waste 14,957 89 Telegraph expenses.... Rent of Attleborough Branch Railroad..... 651 25 8,778 34 44,148 70 State tax 985,019 67

Balance, as the net income for the year, carried to income account .. \$430,461 19 Add balance from previous year ... 504,422 06

\$934,888 25 Total From which deduct-Dividend 5 per cent, on 87,000 shares Dec. 31, 1870......\$185,000 00 Dividend 5 per cent, and Government tax, on 87,000 shares, July 1, 1871. Dividend 5 per cent. and 189,743 60 Government tax, on 39,500 shares, payable November 15, 1871... 202,564 10 577,807 70

Balance to new account..... \$357,575 55

Since the last annual meeting, the negotiations with the city government of Boston for the dis posal of a portion of our territory to be used in the extension of Columbus Avenue have been re-

cuted, by which, for the sum of \$475,000 in cash, the remission of a claim of \$7 000 for betterments assessed for the widening of Eliot street, the exemption of the corporation from all claim for betterments for the extension of Columbus Avenue. estimated at \$50,000, the discontinuance of Church street, and the conveyance by the city to the corporation of its interest therein, and other considerations, the strip of land referred to in the Appendix to the last annual report has been conveyed to the city. This conveyance renders neces sary the erection of a new station house in Boston, for which the directors are now making the requisite preparation, and the work will be prosecuted with all practicable dispatch.

The construction of the third track between Boston and Readville, to which frequent reference has been heretofore made in these reports, is now so far advanced as to make it quite certain that it will be completed and put in operation before the close of this month. Some unavoidable and unlooked-for delay has attended the progress of this work; but that it was unavoidable, the diligent and unceasing efforts of the managers of the We now road to expedite it will bear witness. have the satisfaction of stating that through the aid of the legislature at its last session in extending the time within which we were authorized to take land for this purpose, we have been enabled to settle every claim for land damages, and they were numerous and vexatious, without resorting to legal proceedings in a single case.

During the year especial attention has been given to the erection of new station houses on the line of the road; and it is an agreeable duty on the part of the directors to state, that all causes for the reproach which so long attached to us in respect to these most conspicuous insignia of a well-managed railroad are fast disappearing along the whole length of the line.

Those already completed, are: one at Sharon, one at Jamaica Plain, one at the Clarendon Hills, and one at Walnut Hill, a new station on the Dedham branch.

In addition to these, work has been commenced, but not completed, upon a commodious brick structure which we are erecting jointly with the Providence and Worcester Railroad, on the west side of the track, at Pawtucket. When it is finside of the track, at Pawtucket. When it is fin-ished, the old station house on the east side will be removed, and extensive arrangements made by the two corporations to better accommodate the already large and rapidly increasing freight business at this station.

During the coming year new structures will be completed at Boylston station in West Roxbury, at Hyde Park, and at Dodgeville. In addition to these we shall also be obliged to construct, in connection with the Taunton Branch Railroad (whose branch from Taunton to Attleboro' has been completed, and in operation since the first of August last), a joint station house at the junction of the two roads, near the site of our present station in the town of Attleboro'.

Before the close of the year 1878, it is hoped that we shall have rebuilt every station house on the line of the road thereby terminating all our extraordinary expenses in that department for many years to come.

All the new buildings thus far erected, have been built at a reasonable cost, and bave received from the public the highest commendation.

Four new locomotives have been added to our stock during the year, two built at our own works, and two by the Rhode Island Locomotive Company, in Providence

We have also added eight new passenger cars, with a large number of freight cars, to our equipment, in addition to our proportion of the new equipment for the Shore Line, which, since the building of the new terry boat at Groton, has taken its place as in every respect a first-class allrail line between Boston and New York.

The authority given by the legislature to in-

which five hundred shares remain unissued, and the corporation is burdened with no funded or floating debt.

TRIAL BALANCE, September 30, 1871.

l	Construction and equipment	\$3,844,114	42
l	Cash and cash funds	87,874	50
l	Stoughton Branch Railroad stock		00
1	Mansfield and Framingham Railroad	15,000	00
I	Real estate	409,040	63
	Materials on hand	126,331	
	Balances due from other roads, etc.	72,722	
		\$4,544,582	87
	Capital stock	\$3,950,000	00
	Unclaimed dividends	4.658	
	Dividend due Nov. 15th, 1871	202.564	
	Renewal fund	14,048	

857,575 55 \$4,544,582 87

15,736 28

President .- JOHN H. CLIFFORD.

Balances due to other roads, etc ...

Income account.....

Directors .- John H. Clifford, Samuel T. Dana, Geo. W. Hallet, J. Huntington Wolcott, T. P. I. Goddard, Wm. R. Robeson, F. M. Weld.

Treasurer .- BENJ. B. TORREY. Superintendent .- A. A. Folsom.

Tide-Water Receipts.

The quantity of flour, wheat, corn and barley eft at tide water from the commencement of navigation to the 30th of November inclusive, during the years 1870 and 1871, was as follows:

Flour, bbls. Wheat, bu. 1870..430,400 17,124,700 Corn, bu. Barley, bu 4.805.100 3 984 700 1871...290,700 21,313,400 20,042,200 3.839,400

Dec. 139,700 *4,188,700 *15,237,200 * Increase.

The receipts of the new crop of barley are 3,799,-000 bush., against 3,902,300 bush. in 1870. The receipts of 1870, from December 1st to the close of navigation, were about 600,000 bushels. It is probable there is not far from that quantity now frozen in on the canal.

By reducing the wheat to flour the quantity of the latter left at tide water this year, compared with the corresponding period last year, shows an increase equal to 698,040 bbls. of flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tide-water from the commencement of navigation to and including the 30th of November, in the years indicated:

	1869.	1870.	1871.
Canal opened-	May 6.	May 10.	April 24.
Flour, bbls	521,800	430,004	290,700
Wheat, bushels	18,028,800	17,124,700	21,313,400
Corn, bushels	7,038,800	4,805,100	20,042,300
Barley, bushels.	3,159,300	3,984,700	3,839,400
Oats, bushels	4,831,000	6,167,500	6,639.400
Rye, bushels	251,400	587,500	1,107,900
Malt, bushels	238,400	761,200	889,200
Feed, lbs	13,666 200	14,401,500	7,243,600

Virginia Valley Railroad.

Proposals will be received for the graduation, masonry, and ballasting of the first twenty-six sections of the Valley Road, between Harrisonburg and Staunton, until the 15th of January. Specifications, forms of contract and other information can be obtained at the Company's office in Staunton or on application to Richard Randolph, Engineer, at Camden Station. The construction of this Road has been undertaken by Pesident Garposal of a portion of our territory to be used in the extension of Columbus Avenue have been received, and brought to a conclusion satisfactory to both the parties. A contract has been executed upon by the directors, and to both the parties. A contract has been executed upon by the directors, and the capital fixed at four millions of dollars, of the trade of Baltimore. The eastern rett with great energy, and it will be pushed forroute has been taken, by way of Mount Sidney, parallel to the Valley turnpike, and enters the town of Staunton on the eastern side.

Imports of Dry Goods.

The imports of foreign dry goods at New York for the month of November, were:

ENTERED FOR CONSUMPTION.

		1870.	1871.
Manufactures	of wool	\$1,490,077	\$1,081,079
44	cotton	1,055,620	984,569
64	silk	2,432,821	1,608,326
et ·	flax		1,055,808
Miscellaneous	dry goods	641,822	831,082

Total entered for consump. \$6,488,302 \$5,510,864

MILLET	MANA PROM	WARRIOUD.	B+
		1870.	1871.
Manufactures of	of wool	\$568,583	\$754,765
46	cotton	269,713	232,223
16	silk	337,363	454,962
-44	flax	352,666	339,737
Miscellaneous	dry goods	123,799	122,421
Total withdr	awn from		

Add entered for consump. 6,488,302 Tot. thrown on the market. \$8,140,426 \$7,414,972

\$1,904,108

5,510,864

warehouse \$1,652,124

4341 4 4	111111111111111111111111111111111111111	THE PROPERTY OF	
		1870.	1871.
Manufactures	of wool	\$941,600	\$925,320
46	cotton	344,709	422,156
66	silk	631,653	484,614
и	flax	467.055	497,938
Miscellaneous	dry goods	83,919	136,617

Total entered for wareh'g. \$2,468,936 \$2,466,645 Add entered for consump. 6,488,302 5,510,864 Total entered at the port .. \$8,957,238 \$7,977,509

The imports of foreign dry goods at New York for eleven months from January 1, were:

PUMPER BAD CANSHMINION

MADUMITION,	
1870. 1871.	
0,033,847 \$26,239,664	ł
1,650,396 18,764,317	7
2,086,072 27,255 291	l
9,807,222 11,698,819	2
8,434,036 9,888,082	2
0 1 2 9	1870. 1871. ,033,847 \$26,239,664 ,650,396 18,764,317 ,086,072 27,255 291 ,807,222 11,698,812

Total entered for cons'p. \$75,011,573 \$93,846,166 WITHDRAWN FROM WAREHOUSE.

Manufactures of	wool	1870. \$10,960,300	1871. \$11,881,068
44	cotton	4,957,831	4,848,152
**	silk	5,107,551	7,010,797
66	flax	5,325,420	4,834,121
Miscellaneous di	ry goods.	1,297,764	1,419,283

Total withdrawn from warehouse\$27,648,866 \$29,993,421 Add entered for consump. 75,011,573 93,846,166

Total thrown on the mar-

ket.....\$102,660,439\$123,839.587

ENTERED FOR WAREHOUSING.

	1870.	1871.
Manufactures of wool	\$10,623,330	\$13,006,336
" cotton	4,699,950	5,586,012
" silk	4,426,750	7,740,661
" flax	4.533,966	4,569,478
Miscellaneous dry goods.	1,268,719	1,711,585
Total entered warehouse	926 552 715	932 615 022

Add entered for consump. 75,011,573 93,846,166 Total entered at the port.\$101,564,288\$126,461,188

The Delaware and Hudson Canal Company will pay a dividend of 31/2 per cent on the Rensselaer and Saratoga and Albany and Susquehanna Railroad stocks, after January 1.

The earnings of this road for the fiscal year ending October 81, 1871, were:

rom	freight	106,408	26
16	passengers	88,282	05
**	car and engine service	522	48
41	express, dockage and storage.	463	98
46	U. S. Mail	1,958	88

\$142,580 10

Expenses viz:				
Maintenance of way	\$12,443	71		
Fuel and supplies	5,578	11		
Car and engine repairs	6,927	66		
Station buildings repairs	253	77		
General expenses	3,504	04		
Wages, etc	21,452	23	1	
Lost and damage freight	258	30		
			50.417	8

Net earnings \$92,162 28

The number of passengers carried over the road during the past year has been 41,988-an increase over the previous year of 25,331. Tons of freight moved, 55,028-an increase of 37,162. The President in his report says:

Negotiations in progress at your last annual meeting with the Great Western Railway Company of Canada, and the Detroit and Milwaukee Railroad Company, were concluded on the 15th day of February last. Those agreements involved a change in our western terminus from Lansing to Owosso. It is believed that the connections thus secured will prove of permanent and sub-

stantial benefit to our company.

During the past year we have laid 33 miles of rails of which 28 miles have been added to our main line. The ballasting has been completed between Port Huron and Davison station, nine miles east of Flint, and the rest of the track has been put in good condition, so that the road will be open for traffic to Flint City on the 6th day of December next. So far as completed the track is in as good condition as that of any road in the

We have increased the equipment of the road by the addition of four first class locomotives, four passenger coaches, two baggage and mail cars, fifty-five box and sixty platform cars. We have also arranged to put 100 box cars, 32 feet long, into the "Michigan Line," transportation, with the quota of the Great Western Railway in the same line shall offer ample facilities for the prompt movement of freight. At Port Huron a freight house and shed each one hundred feet long have been added for the accomodation of our traffic. The docks have been extended one thousand feet, including a ferry slip, which was put into use on the 15th day of June last. The adjacent grounds have been filled in and ample sidings provided. A set of Fairbanks' track scales of the capacity of 30 tons, have been put in upon our grounds here, and connected with our main and dock tracks.

An addition of 20x50 feet has been made to our work shop, a permanent turn-table has been put in, and a second engine-house to receive three le-

comotives has been erected. Station buildings at Emmet and Attica have een completed. At Lapeer a freight house been completed. 24x100 feet has been put up, and a passenger house of the same dimensions is nearly completed. The contracts for all necessary buildings at Elba, Davison and Flint, are also let, and they will be ready for occupancy within 80 days. A turn-table and an engine house to receive two locomo-tives, have been completed at Flint. In accorddance with the contract between this company and the Great Western Railway Company, the steamer Florence and the barge Kent have been employed here since the 15th day of June in transporting passengers and cars between the two roads,

A boat of capacity to carry ten loaded cars at The Port Huron and Lake Michigan Rail-altrip, and with double engines and boilers, and road was formally opened to Flint on the 6th inst.

first-class accomodations for passengers, is now being constructed and will be ready for the Spring business. A contract has been entered into with the American Merchants' Union Express Company, and they are now doing business over our road.

Over twenty miles of fencing have been built during the year. A telegraph line has also been put up and will be ready for use when our trains run to Flint.

The report of the treasurer submitted herewith shows the total fiscal operations for the year to have been \$852,663 25. The gross earnings of the road were \$142,580 10; operating expenses, \$50,417 82; net earnings, \$92,162 28. The op-erating expenses have been only 85 36-100 per cent. of the earnings and it is believed that with economy the expenses can be kept at about that ratio for some time. Statements of the earnings and expenses of the road for the current fiscal year, a comparative statement of the freight and number of passengers carried and of the equipment, are herewith submitted.

Arrangements are in progress for the completion of the line, and we see no reason to doubt that before another annual meeting the great work for which we have labored so long and zealously will have been finished, and in profitable operation.

The company have 7 lecomotives, 6 passenger, 2 baggage, 2 caboose, 59 box freight, 100 " Michigan Line" box freight, 100 platform and 20 hand

GENERAL BALANCES, 1870-71.

1-0104 (Gaunanda daaada)	A s	
Cash on hand last report	\$7,049 551,000	00
Stock subscriptions	83,329	
Earnings of road	142,580	10
Sundries—sales of old material, etc	2 325	
Floating indebtedness	66,877	70
	852,668	25
Construction	\$505,150	48
Equipment	101,521	45
Coupons, interest and discount	93,774	70
Port Huron dock and grounds	14,586	83
Station buildings	8,188	77
shops	507	69
Operating expenses	50,417	82
Cash on hand		
1	78,565	56
	\$852,663	25

President-W. L. BANCROFT.

Directors-Isaac Gale, Artemas Thayer, Edgar White, W. L. Bancroft, W. K. Muir, Joseph Price, W. F. Drake.

Treasurer .- EDGAR WHITE, Secretary .- E. B. TAYLOR, Chief Engineer .- CHARLES PALMER. General Superintendent .- W. L. BANCROFT.

New York (Viaduct) Railway.

At a meeting of the directors of this company on the 6th inst., it was decided to investigate throughly the plan approved by the old board, and to examine the principal plans which have been brought forward for rapid transit, with a view to adopting that which should prove the most feasible. For this purpose committees were appointed as follows:

Finance Committee-J. Seligman, L. P. Morton, J. F. D. Lanier, A. Belmont, and A. T. Stewart. Executive Committee-John Taylor Johnston, William B. Duncan, William B. Ogden, S. D. Babcock, Sidney Dilon, William T. Blodgett, and Abraham S. Hewitt.

The Port Huron and Lake Michigan Rail-

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

		Dividend	Last Dividend	Marked thus (*) are leased	Stock out-	Dividend	Last Dividend	Marked thus (*) are leased		Dividend	
	roads. standing. Albany and Susq*100 \$3,067 800		Payable.					roads. Warren (N. J.)100	\$1,800,000		Payable. Dec.'71 81
	Allegheny Valley 50 2,2: 6 350 Atlanta and West Point 100 1.232,200 Atlantic and Gulf 3,691,200	J. & J.	July '71 4	Little Miami.*	2,645,100 8,000,000	J. & J. M. & B.	Jan. '72 34 Sept.'71 3	Warwick Valley 100 West Jersey 100 Winehester & Potomes*100	1,209,000 180,000	A. & O. F. & A. J. & J.	Aug. 71.4
	Atlantic and St. Law*100 2,444,900	ML, 60 13, 14	Sche ir a	Podisanie or Mastianie"-100	0,000,012	F. OU AL.	Trus. II 4	Winchester & Strasburg*100 Worcester and Nashus_76	500,000 1,400,555	J. & J. J. & J.	Jan. '72 3
	** new 1870.100 1,500,000 Avon,Geneseo & Mt M.*100 194,250 Bettimore and Ohio140 18,151,962	A. & O.	Oct '71 14	Louisv., N. Alb. & Chi100 Lowell and Lawrence100 Lykens Valley 20	200 000	J. & D. A. & O. F.M. AN	Dec. '70 3 Oct. '71 3 Nov.'71 24	HORSE-POWER R. R. Albany City100	110,890	-&-	24
	Washington Br 100 1.650,000	A. & O.	Oct. '71 5	Lykens Valley 20 Macon and Western 100 Maine Central 100	2,500,000 3,400,500	J. & D.	Dec. '71 5	Bleecker st.& F Fy.(NY)100	900,000	J. & J. - & -	July'71 4
	Blossburg & Corning.*_ 50 250,000	J. & D.	July '71 1: June 71 2: Nov. '71 6	Maine Central	1,000,000	-&-	Nov. 71 5	Boston and Chelsea100 Broadway (Brooklyn)100 Broadw. & 7th Av. (NY)100	200,000	A. & O. J.A. J.O. J. & D.	Oct. '71 3
	Acricultural Br cuar 100 60,000	J. & J	July '718	" 1st pref. 50 " 2d pref. 50 Massawippi*100	4,460,368	M. & S. F. &. A.	Sep. '66 3s Sep. '66 3s Aug. '71 4	Brooklyn City & Newt_100	1,500,000 600,000	F.A.M.N J. & J.	Nov. 71 3
	Boston and Lowell 500 2,215,000	M. & N. J. & J.	Nov. '71 3 July '71 4	" lat pref. 50 dassawippi*	5,812,728 14,665.848	J. & J. J. & J.	Jan.' 69 8 July '71 5	Brooklyn and Jamaica100 Bushwick (Brooklyn)100	802,000	J. & J. A. & O.	July '71 34 Oct. '71 44
	Boston and Providence_100 8,700,000	MEN	June'70 34	8 " neef 100	10 825 10	January	Jan. '71 7	Citizens' (Phil.)	1,068,400	A. & O. J. & J.	Oct. '67 24 July '71 34
		J & J.	July '71 4 July '70 4 Jan. '72 7	M. Hill & Scnuyl. Hav.* 50 Morris and Essex* 50 Nashua and Lowell100	3,856,450	J. & J.	Jan. '72 3	Citizens' (Pbg.) 50 Coney Island & Frookl-10 D. Dock E. B'dw. & Bat-100	900°C00	M. & N. - & - F.M.A.N	
	O dam and Adlamata En 977 TO	VI 77 0'44		Naugatuck	1,864,400	M. & S.	Aug. 71 5 Sept. 71 5	Elizabeth and Newark -10	1,000,000	J.A. J.O.	Oct. '71 3
	Oare Cod	J & D. J & D.	July' 71 44 Dec.' 71 8	Naugatuck	500,000	M. & N.	July '71 4	42nd St. & G. St. Ferry 100 rankf. & Sonthw.(Ph.) 50 Germantown (Ph.) 50	491,760 1,000,000	M. & N. J. & J. J. & J.	Nov. 71 5 July '71 3 July '71 3
	* pref b // 2,200,000	V 37	Nov. '71 %	N Haven & Northamp100 New Jersey*	605 00 7,295,20	OL A LIG	()est 171 94	Grand St. and Newton100	170,000	J. & J. J. & J.	July '71 3 July '71 2
	Cayuga and Susq.* 50 58%,110 Codar Rapids & Mo. R.*100 6,850 490 " pref_100 769,600	J. & J. F. & A.	Aug '71 13	N.Y. Cen. & Hudson R. 100	45,000,00	OA. & O	Oct. '71 4	Green & Coates St. (Ph.) 56 Heston, Mantau & Fairm. 56 Lomb. & South Sts.(Ph.) 2	2,050 000	J. & J.	July '71 3 July '71 04 Oct. '70 6
	Central of Georgia100 4,606.806 Central of New Jersey.100 15,000 006			New York and Harlem.100 " pref.100 N. York & New Haven.100 N. Provid & Lector 100		0 J. & J. 0 J. & J.	Jan. '72 4 Jan. '72 4	Lynn and Boston 100 Malden and Melrose 100	200 000	-&-	
	Chemung* 100 380,000	J & D. J. & D.	June 713 June 713	N. York & New Haven. 100 N. Y., Provid. & Foston. 100 Ning Bridge & Canand 1100	9,000,00 2,000,00	0 J. & J. 0 J. & J	July '71 4	Metropolitan (Boston)10 Middlesex (Boston)10 Ninth Avenue (N. Y.)10	400,000	J. & J. A. & O. — & —	Oct. '71 3
	Chemung************************************	J. & J. M & S	Sept. 71 6	N. Eastern (N C.) pref. 100	111.00	0 irregular 0 M. & N	July 71 3 May 67 4	Orange and Newark 10 Philadelphia City 5	282,555 750,000	- &-	July '71 3 July '71 2
	Chicago, Burl. & Quincy, 100 20,000,000 Chicago, Iowa & Nebras 1 0 3,9 63	M. & R.	Sept. '71 5 Sept. '71 5 July '71 6	Northern Central	5 000,00	n M. & N	Nov.'71 3	Philadelphia and Darby 2 Phila and Grey's Ferry 5 Pbg, Alleg.& Manchester 5	284,775	J. & J. M. & N.	July 70 24
	Chicago & N. Western_100 14,720,95	3 J. & D.	June '71 5	Northern New Jersey*10	1,000,00	0 J. & J. 0 F. & A.	Jan. '72 4 Jan. '71 5	Second & Third St.(Ph.) 5	0 888,100	J.A. J.O.	July 71 24 July 71 3 July 71 2
	Ohicago, B. I. & Pacific_100 19 000 00 Cin, Ham. & Dayton*100 8 500,00 Cin, Sand. and Clev.* 50 2,967 8 pref 50 428,64		000 .11 4		FI 2.(100).(R	n A. & O.	Oct. '71 4	17th & 19th streets (Ph.) 5 Sixth Avenue (N. Y.) 10 Third Avenue (N. Y.) 10	0 750,000	M. & N. F.M.A.N	May '71 5
	Clev., Col., Cin. & Ind 100 11,620,00	M. & N F. & A	Nov. '71 3 Aug '71 3	Oil Cr. & Allegheny R. 5	4.024.47	4 J. & D. 0 J.A. J.O	Dec. '71 34	Somerville (Boston) 10	0 75,000	J. & J.	July'71 2 Nov.'71 8
	Cleveland & Mahoning*. 50 2,057,560 Cleveland & Pittature*. 50 7,494.58 Col., Chic. & Ind. Cen.*.100 13,000,00	F.M.AN	Oct. '71 2	Oswego and Byracuse*_10	482,40	0 F. & A.	July '71 3 Aug. '714	Union (Boston)10	0 200,000	M. & N.	Oct. '71 21 Nov.'71 4 July '718
	Colum. & Hocking Val. 100 848,96	M.J.S.D.	Sept. 11 2	Paterson and Hudson*_10	7,000,00	J.A. J.C.	Jan. '72 3	Union (Phila.)	400,000	J. & J.	July '71 5
	Uoncord and i'or:a.*10 350,00 Gonn & P & u p iv1 0 2,084,20	M. & N.	July '71 3	Paterson and Newar * 10 'aterson and Ramape* 10 Pember. & Hightstown*. 5	0 549 0	0 J. & J.	Jan. '71 4 Jan. '71 3	Chesapeake & Delaware			
	Cooperstown and Susq.100 307.88	J. & J.	Jan. 72 9	Pennsylvania	0 39,500,00	00 M. & N.	Nov.'71 5	Delaware and Hudson	0 15 000 00	F. & A	Aug. 71 5
	Delaware 60 1.230.94	M.J.S.D.	Oct. '71 4 Sept. 71 4 Jan. 72 3	Phil. Ger. & Norristwo* 5	1 626 2	00 J & J.	Jan. '72 4	Erie of Pennsylvania	0 9 739 80	J A N	May 167 3
	Del., Lackaw. & Wesin. 18,808,80 Detroit & Milwaukee * 5 452,50	J. & J.	Dec. '70 6	Philadelphia & Reading 5	0 30,401,60	00 J. & J.	fan. 172 5	Monongahela Navigat_	0 1,000,00	J. ac J.	Son 271 11
	# # pref 54 2095,00 Construction of the constr	J. & J.	Jan. '72 2 Jan. '72 4	Pittab., Ft. W. & Chi.*_10	9,562,6 0 19,714,2 0 2 000 0	50 J. & J. 35 J.A. J.(Jan. '72 4 Jan. '72 1 Jan. '72 1	Pennsylvania	60 4,337,95 60 1,908,20	F. & A.	Aug 71 35c
	Eastern (Mass.)		Jan. '72 8 July '71 4		07041	0. 40 00	Gerre in o		0	N-	Aug. 71 01
	Eastern (N. H.) 492,50 492,50 500,00 klmira & Williamsport* 50 50 ,00	F. A. A.	Nov. '71 7	Yarmouth certificates. 10 Portl., Saco & Portsm10 'rovidence & Worces10	0 1,500,0	00 A. & O 00 J. & D 00 J. & J.	Dec 171 3	" preferred	501 -,,	- &-	
	Eric Bailway	J. & J.	July '71 8	Raleigh and Gaston 10 Rensselaer & Saratoga *10 Roch. & Genesse Val.*11	0 1,500,0 0 6,000,0	00 J. & J. 00 A. & O	July '71 6	MISCELLANEOUS.	10 000 00	U.I.S.D	Sept. '71 2
	Fitchburg 60 1,090,20	M.J.S.D.	Sept.'71 1	Rutianu*10	0 9 997 8	00 J. & J.	Jan. '72 4	American Coal	1,500,00 00 18,000,00	0 M. & S. 0 J. & J.	Sept. 71 8 July 72 3 Dec. 66 4
	Grand River Val.* guar 100 1,000,00 Grand Trunk, (Ca.) 100 14,367,9	J. & J.		USt Croix and Penchacot 10	0 100 0	00 F. & A 00 J. & J.	Aug. '714 July '71 2	Atlantic Mail Steamship			
	Handical & at. Joseph. 100 19,237,40	04 A. & O 06 F. & A.	Oct. '71 2 Aug. '70 3	St. L., Alt. & T. ciaute-10 " " pre-10 Saratoga and Schenec.*-10	2,300 0 2.040,0 300,0	May.	May '68 7	Butler Coal	25 00 ,10	U J. ac D.	Dec'69 85c
	" pref. 100 5,078 2	24 Annual	Aug. 707	Schuylkili Valley" 6	0 576,0	50 J. & J. 00 M. & N.	Jan. '72 5 Nov. '70 4	Cumberland Coal & Iron.1	00 500,0	U - a D	Dec 270 3
	Harlover Brauch, (cs.). b 116.4 Harlem Extension 100 4,000 00 Harrisburg & Lancaster 50 1,182,50 Hartford & New Haven 100 8,5 0,00	00 J.A. J.O	Jan. '72 3 Oct. '71 3	South Branch (N. J.)*-10	0 995,8 0 438.8	00 J. & J.	Aug. '71 3 Jan. '72 3 Jan. '72 3	Mariposa Gold1	00 2,830,00	0 - & -	
	Rousatonie, pref. 1 0 1,600,00 1,180,00 616,00	J. & J.	July '71 4	South Western, (Ga.) *_10	0 3,939,9	75 F. & A	. Aug '71 1 . Aug. '71 4	Pacific Mail Steamsh p.1	00 7,324,00 00 20,000,00	0 M.J. S.I	24
	Ininois Central 100 25 280 2 Indianapolis, Cin. & Luf. 50 7,885 4		July '68 3 Aug. 71 6	Staten Island		00 J. & J. 00 M. & N	July '67 4 Jan. '72 8 Nov. '71 3	Pennsylvania Coal	4,000,00	OF.M.A.	Nov.'715 Feb.'715
,	Jufferency and & Ind 100 0 000 0	M. & S	Sept.'07 4	Sussex (N. J.)	0 317,8	nn F. & A 50 J. & J.	. Aug.'71 8 Jan. '72 2	Quicksilver, common1 " preferred1	00 4,300,00	0 - & - 0 J & J	Dec. 70 6
			Ton 279 1	Figure Branch 10	0 500,0	89 - & - 00 J & J 50 J. & J	Jan. '72 4	Spring Mountain Coal- Spruce Hill Coal- Union Trust	10 1,000 00	0 - & J	July '71 6
	Joliet & North, indiana 190 300 00 Lake Shore & Mich. So. 100 84 446,50 at (guar.) 100 533,50 Lawrence & Parmington 100 260,20	00 F. & A. 00 F. & A.	Aug. '71 4 Aug. '71 5	Tol., Wab. & West, pref.10 Troy and Greenbush	0 1,700,0 0 1,000,0	00 — & - 00 M. & N	Jn. '70 11-4 May '70 3	United States Express1 United States Trust1 Wells-Fargo & Co. Exp 1	00 5,000,00 00 1,500,00 00 5,000,00	0 J. & J. 0 F. & A	July '71 5 Aug. '71 3
	Louis & Susquehanns 50 18,189,40	00 J. & J. 00 M & N.	Jan. '72 3 May '67 5	Utics and Black River 10 Vermont and Canadat 10	0 1,666,0 0 2,500,0	00 J. & D. 00 J. & J.	Jan. '72 8 Dec. '71 4	Wells-Fargo & Co. Exp 1 Wells-Fargo & Co. Exp 1 West. Union Telegraph.1 Wilkesbarre Coal	00 35,000,00	0 J. & J	July 70 2 Nov. 69 5
	Politica Aural sociesses sair 12'198'40	M1.4. 4.0	10sh '71 8	Attificial Bird White 1623; 30	8 860'0	00 J. & J	July '71	M Aothrus Annea Cout -	3,200,00	10 100	1. S. 28.

NATIONAL AND STATE SECURITIES.

	Sep Orin	_	-Interest	1	19.	MIRITARY TO THE PARTY OF THE PA			-Interest.		, B.
30 man - 14	Amounts outstand- ing.	Rate.	Payable.	WHEN PAY- ABLE.	Mark	* Indicates that no interest is paid.	Amounts outster d- ing.	Rate.	Payable.	WHEN PAY- ABLE.	Price Price
National Securities Dec. 1, 1871.			1			Maryland—Eastern Shore R. R. Loan	20,131	5	J. A. J. & O.	1890	
Loan of June 14, 1858 registered	\$8,045,000 13,955,000	5	Jan. & July.	1874	1094	- Defense Loan Bonds - Southern Relief Bonds	3,651,398	6	4 4	1888 1878	106
Loan of February 8, 1961registeredcoupon	13,728,000 4,687,000	6	Jan. & July.	1880	114	Massachusetts—State Scrip	324,000 275,000	5	Jan. & July. April & Oct.		
War Bonds of March 2 1861 coupon	945,000	6	Jan. & July.	1881	112	: = : : : : : : : : : : : : : : : : : :	320,000	5	May & Nov. June & Dec.	72-74	974
Loan of July 1, and Aug. 3, 1861registered	64,340,050	6	Jan. & July	1881 1881	114	-Union Fund Loan of 1861	3,000,000	6	June & Dec. Jan. & July.	772-777	1058
Loan of Feb. 25, 1862 (5-20s)registered (5-20s)coupon (5-20s)	76,714,850 379,100,350	6	May & Nov.	1882 1882	110	of 1863	600,000 888,000	5	4 4	77-78	
Loan of March 3, 1862registered	53,363,750	6	Jan. & July.	1881	114	Bounty Loan of 1863	200,000	5	46 46	1883 1883	98
Loan of March 3, 1864 (5-20s)registered	2,492,500	6	May & Nov.	1881 1884	1174	– of 1864	4,379,500	5	May & Nov.	1894	984
Loan of June 30, 1864 (5-20s)registered	40,936,350 40,924,250	6	May & Nov.	1884 1884	110	War Loan (cur. 5-20 yr.)	3,505,000 761,816	6	Mar. & Sept.	1886	101
Loan of March 3, 1865 (5-20s)registered	43,079,300	6	May & Nov.	-1885	111	—Western R. R. Loan, (stg.) —T. & G. R.R. & Hoosac T. stg.	3,506,580	5	April & Oct.	1871	978
(5-20s)coupon	63,463,050	6	Jan. & July.	1885 1885	109	Southern Vermont R. R	966,500 200,000	5	44 44	'91-'98 1890	97
(5-20s)coupor	91.160.000	6	Jan. & July.	1885 1887	113	Eastern R. R.	50,000 400,000	5	Jan. & July.	1871	
(5-20s)coupon	229,817,500	6	46 44	1887	115	-Bos., Hartf. & Erie (stg.)	3,599,024	6		1877	****
4th series (5-20s)registered (5-20s)coupon	26,660,050	6	Jan. & July.	1888 1888	114	Michigan—Renewal Loan Bonds —Two Million Loan Bonds	1,621,000	6	4 4	1878 '73-'88	
oan of March 3, 1864, (10-40s)registered (10-40s)coupon		5	Mar. & Sept.	1904 1904	109	War and Bounty Loan Bonds	478,000	7	May & Nov.	1890	
Consols of July 14, '70 & Jan. 20, '71 registered	54,483,150	5	F. M. A. & N.	1881	109	—Sault St. Marie Canal Bonds Minnesota—State Building Loan Bonds	86,000 250,000	6 7	Jan. & July. Jan. & July.	1879	
Consols coupon registered	8,313,250	5	F. M. A. & N.	1881 1886	1094	-Sioux War Loan Bonds	100,000 2,275,000	7	May & Nov.	1872	
coupon	*******	45	66 66	1886		Mississippi—*State Bonds (for banks)	2,000,000	6		1883 '41-'71	
Consols registered coupon		4	F. M. A. & N.	1901 1901		Missouri—State Bonds proper—Interest Bonds of 1868	438,000 2,727,000	6	Jan. & July.	1883 1888	
Dem. Cer. of Mar. 2, '67, and July 25, '68. (cur.) Navy Pension Fund of July 23, 1868(cur.)	23,490 000 14 000,000	8		Dem. Irred.		- Railroad Loans	18,112,000	6	4 4	'74-'90	
Certificates of Indebtedness 1810(cur.)	678,000	4		1875		-South Pacific, guar	3,000,000	6		1876	
Pacific R. R. Bonds(currency) U. S. Notes and Fractional Currency	64,618,832 397,758,837	6 nil	Jan. & July.	'95-'99	1134	Nebraska—(No Debt)	500,000	15	Jan & July		
	,,					New Hampshire-War Loan of July 1, 1861	899,200	6	Jan. & July.	1771-779	1004
State Securities, latest dates. Alabama—State Bonds (original)	168,000	5	May & Nov.	1872	65	of Sept. 1, 1864	1,000,000	6	Mar. & Sept. April & Oct.	'84-'89 '71-'74	100
(extended)	2,414,800 688,000	6	June 1.	1870		New Jersey-War Loan of 1861 (free)	1,299,900	6	Jan. & July.	771-784	1
(" extended)	82,500	6	Jan. & July.	1886		of 1864	593,400	6	44 44	'86-'96 '97-'02	105
(new)	712,800 1,316,700	8	44 44	1886	884	New York—Bounty Fund Stocks	1,478,000	7	4 4	1877 1877	109
Arkansas—State Bonds (refunded)	3,000,000	6	Jan. & July.	1899 1900	53	General Fund Stocks	1,910,082	6	J. A. J. & O.	pleas.	109
California—Civil Bonds of 1857	3,000, 00 2,138,000	77	Jan. & July.	1877	iiii	: - :: :: :::::::::::::::::::::::::::::	800,000 348,000	5		1878 pleas.	
Relief Fund Bonds of 1863	138,500 424,500	7	46 14	1880 1883		-Canal Fund Stocks	2,257,900	5	J. A. J. & O.	1875	106
-Bounty Fund Bonds of 1864	805,000	7	4 4	1884			5,150,100	6	44 44	1872 1873	1074
-Central Pacific R. R. Lean of 1865 Connecticut—War Bonds, of 1861, (10-20s).	1,500,000	6	Jan. & July.	1885		: = ::	2,099,000 473,000	6	66 66	1874 1875	107
of 1864 (10-20s)	5,927,000	6	April & Oct.	1883 1884	1001		880,000 1,106,420	6	44 44	1877	
of 1865, (20s) free	, ,	6	4 4	1885		North Carolina-State Bonds for R. R. (old)	4,738,800	6	Jan. & July.	1874 71-'91	354
Florida—State Bonds 1868	867,500 300,000	6	Jan. & July.	Var. 1898		State Bonds for R. R. (new).	3,639,400 2,626,000	6	April & Oct. Jan. & July.	'71-'91 '92-'98	
1869	200,000	6	44 41	1889		— (new). — Funding &c. Bonds of '66-'68	1,7-9,000 2,800,400	6	April & Oct.	92-198	
Georgia—W. & Atl. R. R. 1841 to 1844	1,023,000	6	Various.	71.774			1,821,400	6	Jan. & July.	1899	21
Atl, and Gulf R. R. 1858 to 1866	273,000 800,000	6	Various. Feb. & Aug.	72-74		Ohio—State Loan (New York)	1,407,000	6	Jan. & July.	1899 1870	14
—Bonds (Act March 12, 1865)	3,700,000	6	Jan. & July.	1886 1877	100	(")	1,600,000 4,095,399	6	4 4	1875	1034
" Stock of 1857	980,696 134,311	6	и и	1877	1008	(")	2,400,000	6	44 44	1881	104
-Refunded Stock Bonds	348,000 45,000	6	4 4	Var. 1879		—Union Loan (Columbus) Oregon—Relief and Bounty Bonds	366,975 176,156	6	May & Nov. Jan. & July.	1871	
-Thornton Loan Bonds	103,000	6	Mar. & Sept.	1879		Pennsylvania—Redemption Loan of 1867	92,850	5	Feb. & Aug.	1872	96
Indiana-State Bonds	416,800	5	Jan. & July.	1866		: = : : : : :::::	90,400	6		1872	103
—War Loan Bonds	204,000 300,000	6 7	Jan. & July.	1888 1881		: = :: :: :: ::::::	7,890,550 726,950	6	4 4	1877	106
Kansas-State Bonds	100,675	6	" "	83-184			9,237,050	6	4 4	1882 1882	109
.: = :: military	1,059,500 176,000	7		76-189 1889		Inclined Plane Loan	2,769,250	6	Feb. & Aug.	1879	107
Kentucky—State Bonds of 1841-'42	913,000 160,000	5	April & Oct.	71-'72 1873		—State Stocks (old)	384,000 3,377,000	5	Jan. & July.	1882	1024
military	309,300	6	Various.	1895		(old)	112,000	44	Jan. & July.	1882	
Louisiana—Charity Hospital	86,000 750,000	6	Mar. & Sept. Jan. & July.	1893	68	Rhode Island—War Bonds of 1862 of 1863	1,100,000	6	Mar. & Sept. Jan. & July. April & Oct.	1882 1893	100
-Railroad Bonds	561,000 2,052,000	5	Various.	70-'79		of 1863	239,000 841,000	6	April & Oct.	1883	101
Levee Bonds 1865	1,000,000	8	Various. Various.	1886	69	South Carolina—Fire Loan of Stock 1838	303,343	6	Jan. & July.	1894 1870	
– 1867	4,000,000 3,000,000	8	May & Nov. Mar. & Sept.	1907 1875	63	Blue Ridge R. R. bonds of '54	484,445 970,000	6	4 4	1868	
-Funded coupons 1866	997,300	6	Jan. & July.	186-188	85	-State Capitol bonds	1,997,738	6	4 4	'74-'78	0
- Funded Floating Debt Ship Canal Bonds of 1869	3,000,000 474,000	7.8	May & Nov.	1910	62	-Funded Debt of 1866 & coup -Conversion Bonds of 1869	1,431,700	6	J. A. J. & O.	1888	
-Penitentiary Bonds of 1869N. La. & Tex. R. R. Bonds of 1869	500,000 546,000	8	April & Oct	1909		Funding & Special Bonds '68 Tennessee—*State Bonds proper	1,692,150	6	44 44	1888	80
Maine-State Bonds	301,000	6	Various.	75-78	924		239,166	54	April & Oct.	44	
of Jan. 31, 1863(cur.)	\$25,000	6	Various. Mar. & Sept.	1871	100	-* -* Railroad Loans	24,008,500	6	Jan. & July.	long.	
of Mar. 26, 1863(cur)	475,000 2,832,500	6	Feb. & Aug.	1883	****	-*Railroad Endorsements -*Funding Bonds	2,172,000	6	4 4	4	66
Municipal War Debts assumed. (crir.)	3,084,400	6	April & Oct.	1889	100	Texas-No legal debt	*******				67
Maryland—Balt. & Ohio R. R. Loans, Stg	2,288,888 445,500	5	J. A. J. & O.	1890 1880		Vermont-War Loan Bonds	1,025,000	6	June & Dec.	'71-'78	100
· · Ches. & Ohio Cur. Loans, Stg	1,855,335	5	4 4	1890	****	Virginia-State Stockregistered	21,617,578	6	Jan. & July.	long.	
converted of 1834	1,687,345 1,403,146	6	4 4	1890 1870	97	Bonds	11,108,000	6	4	200	****
-Balt. & Susq. R. R. Loans	269,000	8	4 4	1890 1890		- Funding Stock of 1866registered - Bonds of 1866coupon	1,872,968	6	4 6		63
-Annapolis & Elkridge R.R. Loans	429,000 95,420	6	66 65	1889	99	(sterling)	466,250	5	A COUNTY OF THE PARTY OF THE PA	4	
Sugar and Park Total Control Localis											
-Susq. and Tide-Water Canal Stg	773,000	5	4 4	1865		West Virginia-Probably a third of the Debt Wisconsin-War Loan Bonds	104,800	6	Jan. & July	77-181	

Asterick (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.			Payable.	Due.	Price	Description of Bonds,	Amount.	Rate.	Interest		Due.	-
		2	When	-	Where.	A	Pr.			*	When.	Where.	A	
lirondack:	4000 000				W W		100	Buffalo, Corry and Pittsburg:	A 200 000		T- 4 T-1-	N T 1		
abama and Chattanooga:	\$930,000	7	Jan. & J	uly.	New York.	1886	••••	1st Mortgage (B., C. & P. of Pa.) 1st Mort. (Buff. & O.C. Cross-cut)	\$ 100,000 600,000		Jan. & July	New York.	1886 1886	1
lat Mortgage, guar. by Ala.gold	16,000pm	8*	Jan. & J	fuly.	New York.	1889		Buffalo, New York and Erie:		., .,				-
ld Mortgage	9,000pm	8	44	44	4 46.	1889	****	1st Mortgage	2,000,000 380,000		June & Dec		1877 1872	
abama and Georgia : ist Mortgage, guar.by Ala.& Ga. bany and Susq.(D. & H.Canal :)	16,000pm	8	Jan. & J	July.	New York.	1891		Burlington, Cedar Rapids & Minn	P. Barrie				1012	
bany and Susq.(D. & H.Canal:)	1 000 000	-	Ton &	Inla	Nom Wash	1000		1st Mortgage conv.& skg fd.gold	20,000pm	7*	May & Nov	New York.	1919	
lst Mortgage, 1863	2,000,000	7	Jan. & J	Oct.	New York.	1888	934	Burlington and Missouri River. Stock Bonds redeem. in pref. st'k	600,000	7	Jan. & July	Bost. & N. Y.	1875	
d Mortgage, 1869	175,000	-7	May &	Nov.	44 44	1881		Stock Bonds " "	1,999,380	8	44 44	64,	1878	1
d Mortgage, 1869	1,000,000	6	4	*	44 44	1895		Stock Bonds conv. into com. st'k	1,250,000 1,246,800	8	April & Oct	4	1879 1889	1
lst General Mortgage, 1806	4,000,000	7.3	Jan. &	July.	New York.	1896	95	1st Mort. (Branch) bonds	900,000	8	41 (1	"	1894	-
ist Mortgage, Eastern Extension	48,000	7	*********		************			1st Mortgage land grant inconv.	5,060,020	7	April & Oct	New York.	1893	
Special Bonds to State of Penn. merican Central (C. B. & Q.):	3,500,000	9	********	****	***********	****	****	Burlington & Mo. Riv. in Neb.: 1st Mort. for \$5,000,000, conv	3,360,000	8	Jan. & July	Boston.	1894	П
lst Mortgage, traffic guar. 1868	800,000	8	Jan. &	July.	New York.	1878		California Pacific:		-				
ndroscoggin:	495 000	6*	April &	Oat	Portland.	1890		1st Mortgage, sinking fund Camden and Amboy:	2,250,000	7*	Jan. & July	New York.	1889	
st Mortgage (Bath Loan) adros. & Kennebec (Maine C.):	420,000		April &	OCL	Torund.	1090		Sterling Bonds, £288,600 @ 4.84	1,396,824	64	April & Oct	London.	1880	
st Mortgage 1860 and 1861	1,100,000	6*	Feb. &	Aug.	Boston.	190-191	86	Dollar Loan of 1875				THE R. P. LEWIS	1875	
chison, Topeka and Santa Fe: st Mortgage tax freegold	15.000nm	7*	Jan &	Inty	New York.	1900	80	Dollar Loan of 1883 Dollar Loan of 1889	1,700,000 866,000		March & Sept		1883	
anta and Richmond Air Line:			1		I - The second	1000	00	Consolidated Loan	4,929,200		June & Dec	66 66	1889	
st Mortgage tax free, 1870gold	16,000 pm	8*	Jan. &	July.	New York.	1900		Sterling (United Co's) Loan			March & Sept	London.	1894	
lantic and Great Western: st Mortgage (N. Y. Penn. & O.)	8,512,400	7*	Variou	16.	Lond. & N. Y	276-284		Dollar (United Co's) Loan Camden and Atlantic:	154,000	6		New York.	1894	ĺ
d Mortgage (N.Y. Penn. & Ohio)	3,908,000	7*	- 64		64 66	181-183		1st Mortgage of 1853	490,000				1873	
Consolidated Mortgage	17,579,500	17.	April &	Oct.	London.			2d Mortgage of 1854 Camden and Burlington County:	500,000	7	April & Oct		1879	ĺ
at Mortgage (consol.) tax free	2,000,000	7	Jan. &	July.	New York.	1887		1st Mortgage of 1865	308,000	6	Feb. & Aug	. Philadelphia.	1897	
antic, Mississippi and Ohio:								Carthage & Burlington (C.B & Q.)		1				
st Mortgage on whole line lantic and North Carolina:	15,000pm	1			New York.	1901		lst Mortgage guar, and free tax Catawissa:	600,000	8	May & No	New York.	1879	j
st Mortgage	200,000	8	Jan. &	July.	New York.	1873		1st Mortgage	232,000	7	Feb. & Aug	. Philadeiphia	1882	ĺ
antic and Pacific:								Cedar Falls and Minnesota(Ili.C.:		1	111111111111111111111111111111111111111	1		
and Mort. (500,000 acres)gold st Mortgage (So. Pacific)gold		6*	Jan. &	uly.	New York.	1888 1888		1st Mort. (C. F. to Waver. 14 m.) 1st Mort. (W. to Minn. L. 62 m.)			April & Oc.		1884	
antic and St. Lawrence:			1				****	Cedar Rapids & Mo.Riv.(C&NW)		1				
Cortland City Loap (skg fund) .	825,000 404,200		Variou		B. & N. Y.	1871	****	1st Mortgage Land Grant Central Branch Union Pacific:	3,617,000	7	April & Oc	New York.	'91-'	i
d Mortgaged Mortgage, sterling	885,500		April &	4	Port. & Bost. London.	1871	****	1st Mort. (Atch.& Pike's P.)gold	1,600,000	6	May & Nov	New York.	1895	
terling Loan of 1864 (5-20s)			May &	Nov.	4	1878	****	2d Mortgage Governm't subsidy. Central of Georgia:	1,600,000		Jan. & July		1895	i
d Kagle Valley (Penn. R.R.):	371,200	6	Jan. &	Toly	Philadelphia.	1881		Let Mortgage	789,000	7	March & Sep	Savannah.	1875	l
at Mortgaged Mortgage	100,000		" W	" "	r madeipma.	1884		Central of Iowa:	100,000	1	-		1010	
ltimore and Ohio:								1st Mort. conv. & tax free. gold	16,000pm	7	Jan. & July	New York.	1899	į
can of 1855, sinking fund	863,250 579,500		Jan. &	July.	Baltimore.	1875 1880	96 96	Central of New Jersey: 2d Mortgage	254,000	7	May & No	New York.	1875	
oan of 1853	1,710,500	6		Oct.	**	1885	95	THE WILLIAM FOR SO, OUU, OUU,	2,837,000		Feb. & Au	4 4	1890	
oan of 18 0terling	3,872,000	6*	March &	Sept.	London.	1895		(Central Obio (B. & O.:)	-	10	March & Sep	Dalilmana	1890	
Loan of 1853 (Baltimore) akg fd. ltimore and Potomac:	5,000,000		Jan. &	omy.	Baltimore.	1890	****	1st Mortgage guaranteed Central Pacific of California:	2,500,000	0	march & Sep	Baltimore.	1090	
st Mort. of '69 for \$3,000,000 g'd		6*	Jan. &	July.	New York.	1899		1st Mortgagegold	26,010,000	6	Jan. & July		195-19	
ngor and Piscataquis : ist Mortgage (Bangor) loan	580,000	6	April &	Ont	Dongon	1900		Subordinate Loan (Int.by State Convertible bonds	1,500,000	7	£ ££ ££	4 4	1885 1883	
relay Coal:	900,000	-	April &	Oct.	Bangor.	1890	****	Income bonds	10,000,00	0		. "		
st Mortgage	107,000	7	March &	Sept.	Philadelphia	. 1882		Churieston and Savannah:			Man & Man	Charleston		
y City and East Saginaw : st Mort, guar.by F.& P.Mrq.Co.	100,000	10	Jan. &	July	Detroit.	1886		1st Mortgage guar. by S. Car Charlotte, Columbia & Augusta	505,000	6	May & No	Charleston.	1870	
y de Noquet and Marquette:					Dealor	1000		1st Mort. (Char.& S.Car. 110 m.	71,00	0 7	Jan. & July	New York.	1880	
st Mortgage Income	250,000	8	April &	Oct.	Boston.	1875		lst Mort. (Col. & Aug. 85 m.)	371,50		" "	4 4	1890	
ifast and Moosehend Lake : st Mort. guar. by M.C.Co.gold.	150,000	6	May &	Nov	Portland.	1890		1st Mortgage (consol. 195 m.) Cheraw and Darlington.	786,00	0 7	-		1895	
llefontaine &Ind.(C.C.C.&Ind.):							****	lst Mortgage	150,00	0 7	April & Oc	t. Charleston.	1870	
st Mortgage	637,000	7	Jan. &	July.	New York.	170-190		2d Mortgage Cherry Valley, Sharon & Albany	75,00	0 7	Jan. & July	7. 66	1879	1
liefonte and Snow Shoe: at Mortgage	99,000	6	Jan. &	July.	Philadelphia	1883		1st Mortgage convertible	800,00	0 7	June & De	New York.	1890	į
ions and madison (C. & N. W.)		-						Chesapeake and Ohio:	1					
st Mortgage guaranteed lvidere Delaware:	354,000	7	Jan. &	July.	New York.	1888		Consol. sinkg fund, gold (428 m. 1st Mort. (Va.Cen.RR.205 m.)gr	15,000,00	0 6	May & No	New York.	190° 1880	
st Mortgage (guaranteed by)	1,000,000	6	June &	Dec.	New York.	1877		2d Mort. (" ").		0 6	Jan. & Jul	4 4	1872	
d Mortgage Camden and	499,500	6	March &	Sept.		1885	82	8d Mort. (")	901,00	0 6	4 4	4 4	1884	Į
d Mortgage Camden and Amboy. Be Ridge, (S. Car.):	745,000	6	Feb. &	Aug.		1887	88	Income	800,00	0 8	" "		1876	1
st Mortrage guar, by State.gold ston, Clinton and Fitchburg:	4,000,000	7	Jan. &	July.	Charleston.	1898		Plain bonds	771,00	0 6	Jan. & July	Boston.	75-	
eton, Clinton and Fitchburg:	400.000							Chester Creek:	1	1.		Company of the same	1903	1
st Mortgage (Agricultural Br.). Equalization or consol. bonds	400,000 248,000		64	July.	Boston.	1884	80	1st Mortgage	185,00	0 6	Jan. & July	Philadelphia		
d Mortgage of 1869-'70	152,500	7		44	44	189-190	85	1st Mortgage sinking fund Chester and Tamaroa:	. 1,000,00	0 10	May & No	v. St. Louis.	1877	ĺ
d Mortgage of 1889-'70ston, Concord and Montreal; st Mort. (Conc. to War. 71 m.), d Mort. conv. (1st M. on 221 m.) d Mort. conv. (1st M. on 221 m.)	13,000	7	Feb. &	Aug	New York.	1865		Ist Mortgage	660,00	0 7	May & No	New York.	1901	į
d Mort. conv. (1st M. on 224 m.)	150,000	6	Jan. &		Boston.	1870	****	1st Mortgage Chester Valley :	. 000,00	1.				
d Mort. conv. (let M. on 22 m.	200,000	7	44	44	New York.	1870		lst Mortgage	. 500,00	0 7	May & No	v. Philadelphia	1877	ļ
sinking Fund Mortgage ston, Hartford and Erie: st Mortgage (old)	507,000	6		44	Boston.	1889	92	1st Mortgage, pref. sinking fund	308.00	0 7	May & No	v. New York.	1877	į
et Mortgage (old)	280,000	7	March &	Sept.	Boston.	1884		1st Mortgage	. 2.400.00	0 7	Jan. & Jul	y. 46 66	1893	3
st Mortgage (new) for \$20,000,000 st Mortgage (new) guar by Éric	17,000,000	7	Jan. &	July.	New York.	1899 1899	27	2d Mortgage Income	. 1,100,00	0 7	April & Oc	£ 66 66	1883	-
Mass. I can (secured by 1st m.b.	3,000,000	7		66	HEW TOPE	1899		Trust Mortgage skg fund	. 2,825,00		Jan. & Jul	y. New York.	1883	1
aton and Lowell:		1					1	Trust Mortgage, skg fund conv.	150.00	0 8	66 66	46 46	1883	ì
Convertible bonds	85,000		Jan. & Janua		Boston.	1873		Trust Mortgage	400,00	0 7		Frankfort.	1890 1890	j
Wharf purchase bonds	200,000					1879	****	2d Mort. (4 p.c. after Jul. '75)gold American Cen. R.R. (57 m)guar	738,00	2 8	Jan. & Jul	y. New York.	1890 1878	į
unswick and Albany:		1				13.	1	Carthage & Burl. R. R. (30m) guar	600,00	0 8	May & No	V. 4 4	- 1879	P
let Mort. endorsed by Gagold Mort. sinking fundgold	3,630,000		April &	Oct	New York.	1908 1893		Dix., Peo. & Han. R. R. (464m)gua Illinois Gr. Trunk RR (44m)gua	r 800,00 r 960,00	0 8	Jan. & Jul		1889 1890	j
offalo Bradford and Pittahnee	1 .	1			1	1000	****	Keokuk & St. Paul (42f m.) guar	. 1,000,00	0 8	B 44	TO DOOM!	1879	9
1st Mortgage guar, by Erie affalo and Erie (L. Sh. & M. So)	\$80,000	7	Jan. &	July	New York.	1896		Ott.,Osw.& FoxRv.Vl.RR.(73m	1,260,00	0 8		y. New York.	1900	
affalo and Erie (L. Sh. & M. So) Bonds of Buff. and State Line	100,000	7	May &	Non	New York.	1873		Peoria & Hannib.RR(314m)gus Quincy & War. R.R.(40 m) gua	r. 800,00			4 45	1890	į
Bonds of Buff. and State Line	200,000	7	Jan. &	July	" " "	1882	****	Chicago and Great Eastern:	A COMPANY		Marine A.S	1 441		
		1 7	March &	Nant	1 6 4	1886 1896		Construction Bonds	. 400.00	0 7	Jan. & Jul	t. New York.	1885	
Bonds of Erie and Northeast Consel_bends of April 1, 1808.	8,000,000		April &	Depo		1000	****	Income Bonds	800,00		Ton &	44 44	1885	١

Chickles of the control of the contr

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds. Amount.			n-	Description of Bonds.		Rate	Whom	Whom	Due	F
Chicago, Cincinnati and Louisv.:	Where.	Due	Price	Columbus and Hocking Valley:	1	-	When.	Where.	100	-
1st Mortgage \$1,000,000 7 Jan. & Ju Chicago, Danville and Vincennes:	y. New York.			1st Mortgage skg fund 2d Mortgage	\$1,498,000 118,000		April & Oct. Jan. & July.	New York.	1897 1880	
Chicago, Dubuque & Minnesota:		1909	871	Columbus, Springfield and Cin.: 1st Mortgage for \$1,000,000		7		New York.	18—	
1st Mortgage guaranteed 25,000pm 7 April & O		1901		Columbus and Xenia: 1st Mortgage	302,000	6	March & Sept.	New York.	1890	
1st Mortgage, 162 miles 3,078,000 8 March & Se Chicago, Iowa and Nebraska:				The stire are more gage	374,000	6		Boston.	Due.	
2d (now 1st) Mortgage guar 591,700 7 Jan. & Ju 3d (now 2d) mortgage 218,000 7 Feb. & Au	y. New York.	1880 1892	95	Connecticut and Passumpsic Riv.: 1st Mortgage skg fund, 1856 Notes payable, coupon tax free.	455,800		June & Dec.	Boston.	1876	100
Chicago & Milwaukee (C.& N.W.): 1st Mortgage on 45 miles guar 397,000 7 May & No	v. New York.	1874		Connecticut River:	1			V-55284689	1876	1000
1st Mortgage (consol.) 85 m. guar. 1,129,000 7 Jan. & Ju Chicago and Northwestern:		1898	96	1st Mortgage skg fund Connecticut Western :	250,000		March & Sept.	Boston.	1878	****
Pref. sinking fund b'ds (193 m.). 1,245,500 7 Feb. & A. Interest (f'ded coup.)b'ds(193 m.) 755,000 7 May & N.	V. 4 16	1885 1888	101 95	1st Mortgage Connecting (Philadelphia):			M + O	Hartford.	18-	****
1st Mortgage General (193 m.) 3,588,000 7 Feb. & A. 1st Mortgage, Appleton Ext 184,000 7 1st Mortgage, Green Bay Ext 300 000 7	4 4	1885 1885	99	1st Mortgage Contoocook River:			March & Sept	Philadelphia.	1890	89
Equipment Mortgage 101,000 7 April & C	et. " "	1885 1874		1st Mortgage	1	-	Ton & Tolo	Boston.	18-	1
2d Mort. (Gal. & Chic. U. R. R.) 948,000 7 May & N	v. u u	1882		1st Mortgage. Coun Bluffs & St.J.(K.St.J.&C.B.	100,000	-	Jan. & July.	New York.	1889	****
1st Mort. (Elgin and State Line). 135,000 7 4		1884		1st Mortgage 2d Mortgage Covington and Lex. (Ky.Cen.):	150,000		Jan. & July.	New York	1880 1872	
Consol. skg fund Mort. (800 m.). 2,5°0,000 7 May & N	700	1898 1915	92	1st mortgage march 1552	120,000	77	March & Sept.	New York.	1872	
Equipment Mortgage	v. " "	1871 1874		2d Mortgage March 18633d Mortgage June 1865	237,000		June & Dec.	" "	1888	
2d Mort. (Mil. & Chi.R. R.) 40m. 182,000 7 March & So 3d Mort. ("", 40m. 10.500 7 June & D	ec. " "	1874		Cumberland Coal and Iron: 1st Mortgage of March 1866	803,500		March & Sept.	New York.	1891	
1st Mort. (Chi. & Mil.R W.) 85m 1,185,000 7 Jan. & July Mort. (Bel. & Mad.R.R.) 46m. 333,000 7 "		1898	96	2d Mortgage of May 1, 1868 1st Mort. (George's Cr.)assumed	98,600		June & Dec.		1881	
1st Mort. (Mad. Exten.) 126 m.g'ld 3,150,000 7* A pril & C 1st Mort. (Men. Exten.) 120 m. g'ld 2,700,000 7* Jan. & Ju		1911 1911		Cumberland Valley: 1st Mortgage	161,000		April & Oct.	Philadelphia	. 1904 1908	
Chicago & Mich. Lake Shore: 1st Mortgage	pt. New York	1889	84	2d Mortgage	109,500		Jan. & July.	a	1884	
Chicago, Pekin & Southwestern: 1st Mortgagegold 15,000pm 7* Jan. & Ju	ly. New York	1891		1st Mortgage of 1869		7 7	Jan. & July	New York	1880 1890	
Chicago, Rock Island and Pacific: 1st Mortgage (consol) 9,000,000 7 Jan. & Ju	ly. New York	1896	103	Dany. Hazleton & Wilkesbarre:		1.	Annell & Oak	Dhiladalahla	1030	
Chi. & Southwes'n(C., R.I.& Pac.): 1st Mort. guar. and tax free. gold 5,000,000 7* May & N	ov. New York	. 1889		1st Mortgage tax free 1868 Davenport and St. Paul:		1-	April & Oct	Transfer Commercial		
Chillicothe & Brunswick (N.Mo.: 1st Mortgage guaranteed 500,000 8 Jan. & J	ly. New York	1894		1st Mortgage of June 1, 1870 Dayton and Michigan:		1 -	June & Dec		1	1
Cincinnati, & Balt. (Mar.& Cin.): lst Mortgage guaranteed 500,000 7 April &	ct. Baltimore.	18-		1st Mortgage sinking fund 2d Mortgage	642,000	7	Jan. & July March & Sept		1884	
Cincinnati, Hamilton and Dayton: 1st Mort. of 1853 extended 1,250,000 7 May & N	ov. New York	1880		Toledo Depot bonds	169,500		April & Oct March & Sept		1888	
2d Mortgage of 1865	ec. " "	1885 1877		Dayton and Union: 1st Mortgage, registered	. 149,000		March & Sept		1879 1879	
Cinc. and Indiana (C. Laf.& Chi.): 1st Mortgage guaranteed 500,000 7 June & I		1892		2d Mortgage Income Bonds	. 135,000 252,44	5 6			1879	****
2d Mortgage guaranteed 1,500,000 7 Jan. & J.		1000		Dayton and Western: 1st Mortgage	. 275,00	0 7		New York.	1905	
1st Mortgage	pt. " "	1893		Decat'r & E.St. Louis(T.W.& W.):			Now Vorb	1	
Cincinnati, Lafayette and Chi.: 250,000 7 June & 1	CC.	2002		Decatur, Sullivan and Mattoon :	100		Jan. & July	THE PERSON NAMED IN	1.00	
lst Mortgagegold 20,000pm 7* March & S Cin. and Martinsville (C. & Laf.):			****	1st Mortgage Delaware:	100000	1		Later Control of the	1.100	00
lst Mortgage guaranteed 400,000 7 Jan. & J Cincinnati, Richmond & Chicago:				Delaware State Loan	. 170,00	0 6	" "	. Philadelphia	1876	
lst Morigage				Exten. (Seaf. to Delmar) bonds	100,00	0 6	V 700	- 4	1875 1880	***
1st Mort. (San., Day. and Cin.) 1,051,861 7 June & 1 1st Mort. (San. City and Ind.) 350,000 7 March & S	ug. Boston.	1900	81 77	Delaware, Lackawan, & Western 1st Mort, (Lack. & Western)	. 564,00			New York	. 1871 1875	
Charling and Zanesvine:	-	1877	911	1st Mort. (Eastern Ext.) 2d Mort. (General)	1,111,00				1881	
lst Mortgage				Denver Pacific: 1st Mortgage (Land grant)gol Des Moines Valley:	2,500,00	0 7	May & Nov	New York	. 1897	
1st Mortgage \$25,000 a year 365,000 7 June & 1 Clev., Col., Cin. & Indianapolis:			1	1st Mortgage (on 154 miles)	2,310,00	0 8	April & Oc	New York	1877	
lst Mort, (Bell, and Ind. R.R.) 646,000 7 June & J	ec. " "	'71-'8	e!	1st Mortgage Land grant	462,00	0 7	Jan. & July		1884	
	ny.		0	Detroit, Hillsdale and Indiana: 1st Mort. (16,000 p. m)gus Detroit, Lansing & L. Michigan:	r. 1,080,00	0 8	June & De	New York	. 1890	87
18t Mortgage	ept. " "	1876		1st Mortgage	3,000,00				1890	
Viev., Mt. Vernon and Delaware	ary.	1881		1st Mortgage Ionia and Lansing 2d Mortgage Ionia and Lansing Detroit and Milwaukee:	300,00			e. 45 44	1880	
1st Mort, for \$1,500,000gold Clev., Painesv. & Ash. (L. Shore): 1st Mortgage Sunbury and Erie. 500,000 7 Jan. & J				1st Mortgage, convertible	2,500,00			New York	. 1875 1875	
	" " "	1880 1892	974	1st Mortgage Funded Coupons	.1 028.02	5 7	Jan. & July		1875 1875	
3d Mortgage. 1,000,000 7 April & Cleveland and Pittsburg: 2d Mortgage 790,500 7 March & S	2000	73.10	94	2d Mortgage Funded Coupons Bonds of June 30, 1866, (cond) Bonds of Sept. 6, 1866 Sterling (Oakl. & Ottawa R. R.	1,916,63	9 6	March & Sep	NY. & Detro	it 1886	
3d Mortgage	lov. " "	1875	95	Sterling (Oakl. & Ottawa R. R. Dollar (""). 150,86 51,00	17 6	May & No	New York	n. 1878	
Cleveland & Toledo (I. S. M. So.)	lov. " "		858 928	Detroit, Mon. & Tol. (M.S & N.	(.)		1	LU FROM N	1 0983	
2d Mortung of 1999 Fund 2,104,000 7 Jan. &	uly. New Yor		102	1st Mortgage Aug. 1, 1856 Detroit and Pontiac (Detr. & Mil	.):		A Sunt Land	Service Service	2060	100
Colebrookdale: 115,000 7 June &	Dec. " "	1886 1872		9d Mortgage	250.00	00	Jan. & July	7. 4 4	1878	
Columbia and American By Ph. and Rdg. 584,700 6 June &	Dec. Philadelph	ia. 1898	80	Dixon, Peoria & Ran. (C.B.& Q.	250,00	1	Jan. & July		14/10/26	200
Columbus Chicago & Tad Contain 371,500 7 Jan. &	uly. New Yor	k. 1890		1st Mortgage, traffic guarantee Dubuque, Bellevue and Miss.: 1st Mortgage	1,000,00		April & Oc	A CONTRACTOR OF	100000	1
lst Mortgage Consol. skg fund 15,000,000 7 April & 2d Mortgage Consol. skg fund 5,000,000 7 Jan &	Oct. New Yor	k. 1908		Dubuque Southwestern: 1st Mortgage, preferred	1.15	-	Jan. & Jul	1000 100 100	19,5133	
2d Mortgage	100	18, 1997		1st Morigage, preferred	4500		April & Oc		1881	
Income Bonds	Nov. New Yor	1881		1st Mortgage tax freego	1,000,0	00	June & De	e. New York	k. 1900	0

....

Asterick (*) affixed to rate of interest signifies. "Payable in Coin."

Description	of Bonda	Amount.	Rate.	1	nterest	Payable.	Due.	Price.	Description of Bonds.	Amount.	Rate.		st Payable.	Due	Price
Description	of Bonds.	Zimount.	Ra	W	hen.	Where.	A	Pr			B	When.	Where.	A	4
Dubuque and Siou 1st Mortgage (1st	t Division)	\$300,000 600,000		Jan. &	July.	New York.	1883 1894	93	Grand River Valley (Mich. C.). 1st Mortgage, guaranteed 2d Mortgage, guaranteed	\$1,000,000 500,000	8	Jan. & Jul April & O	y. New York.	1886 1888	io
1st Mortgage (co Sinking Fund (co Dutchess and Colo	convertible)		7	May &	Nov.	44	1888		2d Mortgage, guaranteed Greenville and Columbia: 1st Mortgage guar. by S. Car	1,426,546	7			181-18	6
1st Mortgage Ja	n. 1, 1868	1,500,000	7	Jan. &	July.		1908	••••	1st Mortgage not guaranteed Greenwich and Johnsonville:	376,76			Warm Wards	181-18	
1st Mortgage 2d Mortgage	************	140,000 35,000		Jan. &	July.	Philadelphia.	1885 1873		Hackensack & New York (Erie)			Jan. & Ju			1.
ast Pennsylvania	a (Ph. & Rdg.):			March	& Sept.	Philadelphia.	1888	90	lst Mortgage		1	Jan. & Ju			1
lst Mortgage, gu ast Tenn. & Geo lst Mortgage	rgia(E.T.V.&G.	640,000		ian, &	July	New York.	1880		lst Mortgage of May 1, 1869 Hannibal and Naples:	129,100	10				1
Ist Mortgage Interest bonds (ast Tennessee, V	funded coupons)			44	*	" "	1876	****	Hannibal & Cen.Mo.(C.& Alton)	675,000				1	1
lst Mortgage, eq	nsol. akg fund	3,500,000	7			New York.	1900	****	1st Mortgage guaranteed Hannibal and St. Joseph:	15,000pm					1.
State Loan (1st 1 Loan of 1862, st	Lien)\$50,000 a yr.	383,000	64	Jan. &	July.	Boston. London.	1874 1872		Mo. State Loan, 1851 Mo. State Loan, 1855	1,500,000	6	Jan. & Ju	66 66	1871	
Loan 1864, conve Loan of 1866	ertible	750,000 166,000	.0	Feb. 4	k Aug	44	1874 1885	96	Six years Mortgage bonds Three years' notes	69,000 810,000	8	4 6	66	1872	:
Loan of 1868	*************	1,000,000	6	March	& Sept	. 66	1888 1889	951	Five years' notes	1,209,500	8	66 6	. 66	1875 1885	1
Loan of 1869 Essex Railroad	lst Mortgage		6	Jan. d	July	44	1876	90	1st Mort. (Q. and Palmyra R.R. 1st Mort. (Kan. City & Cam.RR	1,200,000		Jan. & Ju	y. " "	1892 1892	1
Rastern Shore (M 1st Morigage	************						1880 1886		Land Mortgage Convertible Mortgage	1,503,700	7 7	April & O Jan. & Ju	et. " "	1888 1888	1
21 Mortgage Elizabethtown an	d Paducah:						1890		Hanover Branch (Mass.): 1st Montgage		-	Jan. & Ju	ly. Boston.	1889	1.
1st Mertgage, co Simira vod Willia	maport(N.Cen.)							94	Harlem Extension: _1st Mortgage of Jan. 1, 1870		1	Jan. & Ju		1890	
1st Mortgage Income Mortga	ge	570,000	5	May d	k Nov		1872		Harrisburg & Lancaster (Pa.R.R.)):		Jan. & Ju			
Real Estate (El	mira) bond	00,000	-		- Non	New York.	1877	100	1st Mortgage, guaranteed Hartford and New Haven: 1st Mortgage.	754.00	1	Jan. & Ju			1
1st Mortgage con	nvertible	8,000,000 4,000,000	7	March	& Sept		1879 1883	954	Hartford, Providence and Fishkil 1st Mort. (R. Island 26.32 m.)	481,00	-				1
2d Mortgage col 3d Mortgage 4th Mortgage co	cavertible	6,000,000 4,441,000	7		& Oct	66 66	1880 1888	91± 87	1st Mort. (Connecticut 96.04 m. Hastings and Dakota:	1,574,50			Hartford.	1876	
Buffalo Branch.	onvertible	186,400	7	Jan. d	k July	44 44	1891	814	1st Mortgage	. 20,000 pm	7	Jan. & Ju	ly. New York.	1900	1
Sterling Loan (: Erie and Pittsbur	£1,000,000) conv.	4,844,400	-		& Sept	1	1875		1st Mortgage (part collateral)	. 1,000,00	0 6	Jan. & Ju	ly. Philadelphia	. 1872	1
1st Mortgage	************	749,400	7	March	& Sept	64	1890		Housatonic: 1st Mortgage sinking fund	. 191,00		Jan. & Ju	ly. Bridgeport	1877	
2d Mortgage Consolidated M European & Nort	ortgage tax free	1,674,000	7	Jan.	k July	. 4	1893		2d Mortgage	. 100,00 50,00	0 7	April & C	et.	1885 1889	
B'gor L'n,1st on	65m.&2d on45m d(B to Win.45 n	1,000,000	6	Jan. d	k July	N. Y. & Lond	1898	****	Houston and Texas Central: 1st Mortgage L.G. skg fund.gol	3,400,00	0 7	Jan. & Ju	ly. New York.	1891	
cvansville and Cr	rawfordsville:	1		Jan. é			1889		Hudson River (N.Y.Cen.& H.R.) 1st Mortgag	200,00					
1st Mortgage (E 1st Mortgage (E 1st Mort (Rocky	v.& Chi. R.R.).	740,000	7	May Feb.	k Nov	66 66	1889 1881		2d Mortgage, sinking fund 3d Mortgage	. 1.894.00	0 7			1885	
Consolidated M	ortgage		7	Jan.	k July	81 44	1889	****	1st Mort.(extended 1870 to 1890	(416,00			ct. Philadelphia	. 1890	
Evanaville, Hend 1st Mortgage of	f July 1, 1867	1,000,000	7	Jan. d	k July	New York.	1897		2d Mortgage 1st Mortgage (Consol)	. 267,50	0 7		ug. " "	1875 1895	
Fall River, Warre 1st Mortgage	* 19*********	150,000	7	Jan. é	k July	Providence.	1882		Illinois Central 1st Mortgage Construction	1	1			1875	
Flemington (Belv 1st Mortgage g Flint and Pere Ma	uaranteed	100,000	6	Jan. &	k July	Princeton.	1877		1st Mortgage Construction Redemption currency	. 332,00		April & C	14 66 66 16 66 66	1875 1890	
Flint and Pere Ma 1st Mortgage L	arquette: . G., 1st mort . G., 2d mort	267,000	7	May &	k Nov	New York.	1880		Redemption, sterling	- 2,500,00	0 6		London.	1890	
1st Mortgage L 1st Mortgage L F. & Holly R.R.	. G., 2d mort G., 3d mort	1,200,000	8	Jan. d March	& Sept	46 46	1887 1888	****	1st Mortgage		0 7	Feb. & A	ug. New York	. 1882	
F. & Holly R.R. Flushing & North	b'ds(\$25,000 a yr h Side (L. I.):	1	1	May d		1	1888		1st Mortgagegol	2,750,00	0 7	Jar. & Ju	ly, N.Y. & Lon	d. 1900	
1st Mortgage Fonda, Johnsto'n			1	Jan.			1889	****	Indianapolis, Blooming. & West. 1st Mortgage, convgol	d 5,000,00		April & C	ct. New York	1909	
		300,000	1						2d Mortgage				N W.	1890	
1st Mortgage gu	iaranteed	1,500,000	8	Jan.	k July	New York.	1889		1st Mortgage (Ind. & Cin.) 95 r 1st Mortgage (I. C. & L.) 179 m 1st Mortgage ("179 m	2,770,00	0 7	Feb. & A		1897	
1st Mortgage gr	uaranteedgol	1,800,000	7	Jan.	k July	New York.	1889		1st Mortgage (Cin. and Ind.)	500,00	6 7		66 101 66	1899 1893	
1st Mortgage	*************	1,807,000	7		& Aug		1882 1875	105	2d Mort. (C.&I.)10, 15 & 20 yrs. Indianapolis, Crawfordsv. & Dany			Jan. & Ju		'77-'	
Miss. River Bri	idge bonds		7	Jan.	& July	7. " "	1884		1st Mortgagegol Indianapolis & Madison(J.M.&1.	1:1	0 7	* Jan. & Ju	lly. New York		
	0	. 681,000	0 7	Jan.	& July	y. Augusta.	'71-'8	6	1st Mortgage of May 1, 1862 Indianapolis & Vincen. (Pa.R.R.	397,00	0 7	May & N	ov. New York	. 1882	
Goshen and Deck let Mortgage		. 226,500	0 7	Jan.	& July	New York.	1889		1st Mortgage guaranteed 2d Mortgage guaranteed	1,700,00		Feb. & A May & N	ug. New York	. 1908 1889	
Gr. Rapids & Ind 1st Mortgage gr	uar half yrgol	d 4,000,000	0 7	Jan.	& July	New York.	1899		Ionia & Lansing(D.L.& L. Mich., 1st Mortgage assumed):		Jan. & Ji		1879	
Grand Trunk (Ca	alf yeargol		1 -			1			2d Mortgage assumed	300,00		May & N		1880	
2d Preference L	Bonds £2,703,321 Bonds £1,610,264	. 8,051,32	0 4	Jan.	& Jul	44			1st Mortgage of April 1, 1869.	2,960,00	00 7	April & (oct. New York	1899	
442 Buckmann	Stock £758,510 Stock £5,571,210.	97 955 60	6 4	23 44	46	66			1st Mort, of Aug. 1, 1570 guar.	18,000 pr	n 8	Feb. & A	ug. New York	. 1900	
	ds £610,480 ry b'ds £1,200,00				& Au	g.			Iowa Southern: 1st Mortgage, tax free	1,000,00	00 7	June & I	ec. New York	. 1908	
Provincial Del	pentu's £8,111,50	0 15,537,50	0	******				****	THE MOTOR RO	130,00	00 7	May & N	ov. Philadelphi	a. 1875	
	***********	200,00	0	Jan.	& Jul	y. Boston.	1878	****	Jackson, Lansing and Saginaw: 1st Mortgage of 1865		00 8	Jan & J	ly. New York	1885	
Perpetual Deb	entures			4*	& -	London.	171-17	8	2d Mort. of 1868 for \$500,000 Consolidated Mort. for \$3,000,0	100,00	00 8	March & S	ept. "	1888 1890	
Mortgage Bon	dsds	. 2,375,90	6 6	8*	& -	- 44	1873 1876	****	Jamest'n & Frank. (L.S.& M.So. 1st Mortgage guaranteed):		Jan. & J		1897	,
Mortgage Bon	ds	618,06 2,360,33	3 5	: -	& -	- "	1877	****	2d Mortgage guaranteed Jefterson (Erie):			June & I		1894	
Mortgage Bon Mortgage Bon	ds	301,73	6	5+	4 -	- :	1878 1881		1st Mort. (Hawley Section 8 m	204,00			New York	1967	
Ot Western of I	llipole(T.WA:W	10	1		& Oc	t. New York	1871		2d Mort. (" 1st Mort, (Carbondale Sec.38 r					1889	
1st Mortgage (W. of Decatur) (H.W.R.R.of 185 Ut.W.B.R.of 185	2,500,00 2,500,00	0	O April 7 Feb.	& Au	g. 66	1888	941	Jeffersonville (J. M. & I.): 24 Mortgage assumed	2 107 0	00	April &	oct. New York	1878	1

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Martings of the A. 1,100	Description of Bonds.	Amount.	Rate.	Interest	State of Parties	Due.	Price.	Description of Bonds.	Amount.	tate.		Payable.	Dec	rice.
Marting of Cas. 1986 1987	3 6 7 and 7 and	777	A	When.	Where.	A	H	24 C- 1 36100 5V	W	R	When.	Where.	A	A
St. Margang of Chr. & P. P. P. 200 2	effersonville, Madison & Indian.	42 107 000	7	Aneil & Oct	New York	1906	red .	Lehigh Valley:	9083 000		And & Ou	Philipdalphia	1872	det
Martings Cold & Marings Martings Mar	2d Mortgage of Oct. 1, 1870	2,000,000	7	.44	1.6 h 1.66	1910		1st Mort.of 1868(coup®.).free	3,343,000		June & Dec	I Diraderbura	1898	974
Language language and any color of the property of the prope	1st Mortgage (Ind & Mad.)guar.	897,000					Asia and the	let Mort.of '70(reg.)for \$6,000,000	1,050,000	7	April & Or	3 4	1900	101
Section Color Co	Louisville Loan (Jefferson R.R.)	74,000		a de			40000	Lewey's Island (S. C. & P.):	11.2 11.10	0.3	Ch (15 - 15)	particular a	interpret	THE.
Martings 1,00000 1 1 1 1 1 1 1 1	foliet and Chicago (C. & Alton):		8	Jan. & July.	New York	1882	108	lst Mortgage (Calais Loan)	130,000	6	June & De	Calais.	1876	
	Joliet & Northern Ind. (Mich. C.)		_		BALLETON WOR	77.77.20	200	1st Mortgage			May & Not	New York.		-400
Marchages (Newwards Res.) 200,000 Jam. & July See York 180 Marchage quantities	1st Mortgage, guaranteed	800,000	0	Jan. & July.	New York.	1874		Cincinnati Loan			March & Sen	New York	11800	-
18 18 18 18 18 18 18 18	1st Mortgage				New York.			1st Mortgage (D. & Western.)	275,000	7	Jan. & July	34	1905	
Description	2d Mortgage	250,000	7	June & Dec.	4		2000	Little Rock and Fort Smith:	433,000		10,000,000,000	ment time grow	Indo	***
Mort. Question Questi	Junction, Philadelphia:				District Line	11075	WHILE	1st Mortgage for \$3,500,000 .gold		6*	Jan. & July	Boston	1899	
March 62 Political Content Section Sec				10.000	Philadelphia.		90	1st Mortgagegold	ob alog	7*	- 4 -	New York.	1880	E 191
Mart Col. B. April New York 1989 May & Nor New York 1989 May & Nor New York 1980 May & Nor New	Junction and Breakwater:	10 1000		10 0 to 20 t	Now York	1000	1	Little Schuylkill (P. & Rdg.):	mes 000		1	DUNG ASI-NG	1077	6 08
18 Mort of the Section 19 (19 18 18 19 18 19 18 18 19 18 18 19 18 18 18 18 18 19 18 18 18 18 18 18 18 18 18 18 18 18 18	Kalam., Alleg. & Gr.R. (LS&MSo.)			1000	New Tork.	V. 16 . 1		Lugansport, Crawl. & Swein ind.	AL ALLACO		April & Oc	L Philadelphia	CASE OF STREET	
16 Mortgage guaranteed 16 Mortgage 16	lst Mort. assumed by lessees	840,000	8	Jan. & July.	New York.	1888	95}	lst Mortgagegold	1,500,000	8	J. A. J.). New York.	1890	
Section National Content Section Secti	1st Mortgage guaranteed	640,000	8	May & Nov.	New York.	1889	1047	1st Mortgage	200,000	6	Jan. & Jul	New York.	1889	50.77
March & Sept. March & Sept	Ralam.& Three Riv.(L.S.& M.S.)	100,000	8	Jan. A. July	New York	1887	100	Long island;	500.000		Ion & Inl	A CHOSTILLORS AN	1876	hep!
In Mortgage, generations	Kalam. & W. Pigeon(L.S. & M.S.)	: 200,000		The state of the s		1 000	1110	1 1st mortgage (Extension)	175,000	7	Feb. & Au	Z. 4 4	1890	
March (2) September (1) September (2) September (2) September (3) September (3) September (4) Septem	1st Mortgage, guaranteed	400,000	1	Jan. & July.	New York.	1890		1st Mortgage (Glen Cove Br.)	150,000	6	May & No	v. " "	1893	
March & Sept. No. Sept. No.	1st Mortgage, tax free	720,000	10	May & Nov.	New York.	1890		Louisville & Miss. Riv. (Ch.& Al)	4		COLARE	V month and Min	202020	
In Mort. (C. B. & St. St. G. D. Stm.) 50,000 Jun. & July 1809 In Mort. (E. B. & St.	Kan. City, St. Jo. & Coun. Bluffs	687 000	8	March & Sont	N V & Rost'n	1800		List Mortgage, guaranteed	20,000pm	7	Jan. & Jul	y. New York.	1889	
March & C. R. 50 m. 1,00,000 March & Sept. March & C. R. 50 m. 1,00,000 March & Sept. March & C. R. 10,000 March & Sept. March &	1st Mort. (C. B. & St. Jo. 52 m.)	. 500,000	7	Jan. & July.	4 4	1880	14	1 lst Mortgage (Cincinnati Br.)	3,000,000		Jan. & Jul	y. New York.		
Same Freich (L. P. V. 2.) 1,000,000 7 1 1 1 1 1 1 1 1 1	#G ##6100 (* 100,000	10	March & Sept.				2d Mortgage (general)	1,000,000			L		0
Eman Pecific (U. Pac. E. D.)	2d Mort. (" " ")	. 539,500	8	June & Dec.	44	1874		Louisv.Loan (")	100,000	6	" "	4 4	1881	
Eman Feeling (II. Pro. E. D. 5) 1	lst Mort. (Mo. Valley 61 m.)	1,500,000		Feb. & Aug.	New York.			Louisville and Nashville	25,000	6		a qued th	1874	-
March on R.R. 254 m	Kansas Pacific (U. Pac. E. D.):	A TOP OF				ALINE SA		1st Mortgage, (Main Stem) 1858.	1,285,000		Jan. & Jul	y. New York.		5 - 24
Land Gr. Mort.on 2,000,000 acrees 600,000 May & Nov. 1800 March & Sept. 1800					New York.			Louisville Loan (Main Stem)	225,000		April & Oc	L " "		
Land Gr. Morton 2,000,000 acros 315,000 Morton & Sept. 1,70 Morton & Sept. 1,70 Morton (LS. Stobisdy) on 394 m. 315,000 Morton (LS. Stobisty) on 394 m. 315,000 Morton (LS. Stob	lst Mort. on Branch 34 m	. 600,000	7	May & Nov.		1896		1st Mortgage (Memphis Br.)	197,000	7			171-17	6
Mark Loss hands & Ect 380th ms_gold 2,000,000 3m. & July ms_1880 10.000 3m. & July 1988 10.000 3m. & July 10.000 3m. & July 1988 10.000	Land Gr. Mort.on 2,000,000 acre		1	March & Sept.	66 66	1800		lat Mort (Lebanon Br. Ext.)			Jan. & Jul	To the second se		
all Mort (U.S. Scheddy) on 304 m. 4. (3.7), 6.00 c. 5. (2.6) c. (2.6) c. 6. (2	lst M.on lands E.of 380th m.gol	2,000,000	7	Jan. & July.	41 / 46	1880		Louisville Loan (Leb. Br. Ext.)	. 333,000	0 6	April & Oc	t. 46 46	1893	
Sant County Dol.	2d Mort.(U.S.Subsidy) on 394 m	6,303,000					7	Consolid mort of April 1, 1868.	5,500,000	7	10 AL 30	of the transfer	1898	6
Second Company 1975	Kent County (Del.):		1		1	OCCUPATION I		1st Mortgage, guaranteed	67,70	0 6	April & O	t. Boston.	1878	L
March & Sept. 123,000 March	Rentucks Cuntral (Con & Lov):	. 600,000		Jan. & July.	Philadelphia	. 1879			1	1	1-4	ALL SHILLS OF	197.10	
31 Mortgage march 1805. 327,000 7 June & Dec. 1889	lat Mortgage March 1852	. 123,000		March & Sept.	New York.	1872		2d Mortgage of 1869	1,000,000		April & Oc	L	1889	1
Keckler, flows City and Minn: Macone and Western: 1590	2d Mortgage March 1863	. 844,000		June & Dec	4 4			3d Mort. of 1870 endor. by State			May & No	v. " " "	1890	
## April & Oct. New York. 1876 ## April & Oct. New York. 1875	Keokuk, Iowa City and Minn. :		1.			1000		Macon and Western:	1				317	
Seother and St. Paul (C.B.& Q.). 1,000,000 5 April & Oct. 1,000,000 6 April & Oct. 1,000,000 6 April & Oct. 1,000,000 6 April & Oct. 1,000,000 7 April & Oct. 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 1,000,000 April & Oct. 1,000,000 1,000	lat Mortgage				New York.			1st Mor,gage of Oct. 1870	150,000	7	April & O	t. New York.	1890	
18 Mortgage guaranteed 1,00,000 2 April & Oct. New York 1876 95 Maine Central: 1,00,000 7 April & Oct. 1,00,000 1 1 1,00,000 1 1 1,00,000 1 1 1,00,000 1 1 1,00,000 1 1 1,00,000 1 1 1,00,000 1 1 1,00,000 1 1 1,00,000 1	Keokuk and St. Paul (C.B.& Q.):	all redo	1	Direct Hole	Comment D.	114127		1st Mortgage	450,000	7	April & O	t. New York.	1896	15.
1st Mortgage (Extension)	lst Mortgage, guar, and tax free	1,000,000	8	April & Oct.	New York.	1879	95					Dens	TY Same	obles
## Abrigage (Extension).	1st Mortgage	900,000			New York.	1875		Bonds, exchangeable for new 7s					1871	16 4
220,0000 1 1871 1	lst Mortgage (Extension)	400,000		man ou a nepe				Loan (new) for \$1,100,000			Jan. & Jul	y. 46		
1800 1800	2d Mortgage (Extension)	200,000	7	May & Nov.	46			1st Mort. (B.to P.& Ken.) exch. 7			66 66	41	1872	old to
Labert L	Income Mortgage	200,000	10	Jan. & July.	1		****		159,500	6	Feb. & Au	g. "	1870	
Activation Belloming Activation Belloming Activation Belloming B	La U., Trempel & Pres. (C.& N. W.):	1	COTTON TO STATE		1011		lst Mortgage, guaranteed	300,000	7	Jan. & Jul	y. Boston.	1889	891
Age	Lafayette, Bloomington & Miss.	800,000	1	- & -	New York.			Marietta and Cincinnati:	100	9 7	Mark trees to the	1710 veneral 013	1891	menate
Lake Ries and Louisville: 1840	let Mortgage	1,300,000	8	- & -	New York.			let Mortgage Dollar	2,454,52	8 7	46 46	Baltimore.	1891	97
Lake Rrie and Loulsville: 1st Mortages for \$1,500,000 0 Lake Shore & Michigan So Lake Shore & Michigan So Son,000 7 Jan. & July. New York. 1836 Baltimore Loan to Union R. R. 20,000 7 Jan. & July. New York. 1836 Baltimore Loan to Union R. R. 20,000 7 Jan. & July. New York. 1836 Baltimore Loan to Union R. R. 20,000 7 Jan. & July. New York. 1836 Baltimore Loan to Union R. R. 20,000 7 Jan. & July. New York. 1836 Baltimore Loan to Union R. R. 20,000 7 Jan. & July. New York. 1836 Baltimore Loan to Union R. R. 20,000 7 Jan. & July. New York. 1836 Baltimore Loan to Union R. R. 20,000 7 Jan. & July. New York. 1836 Baltimore Loan to Union R. R. 20,000 7 Jan. & July. New York. 1836 Baltimore Loan to Union R. R. 20,000 7 Jan. & July. New York. 1836 Baltimore Loan to Union R. R. 20,000 7 Jan. & July. New York. 1836 Baltimore Loan to Union R. R. 20,000 7 Jan. & July. New York. 1836 Baltimore Loan to Union R. R. 20,000 7 Jan. & July. New York. 1836 Baltimore Loan to Union R. R. 20,000 7 Jan. & July. New York. 1836 Baltimore Loan to Union R. R. 20,000 7 Jan. & July. New York. 1836 Baltimore Loan to Union R. R. 20,000 7 Jan. & July. New York. 1836 Baltimore Loan to Union R. R. 20,000 7 Jan. & July. New York. 1836 Baltimore Loan to Union R. R. 20,000 7 Jan. & July. New York. 1836 Baltimore Loan to Union R. R. 20,000 7 Jan. & July. New York. 1836 Baltimore Loan to Union R. R. 20,000 7 Jan. & July. New York. 1836 Baltimore Loan to Union R. R. 20,000 7 Jan. & July. New York. 1836 Baltimore Loan to Union R. R. 20,000 7 Jan. & July. New York. 1839 Baltimore Loan and Pittsburg. 1856 Baltimore Loan to Union R. R. 20,000 7 Jan. & July. New York. 1839 Baltimore Loan to Union R. R. 20,000 8 Jan. & July. New York. 1839 Baltimore Loan to Union R. R. 20,000 8 Jan. & July. New York. 1839 Baltimore Loan to Union R. R. 20,000 8 Jan. & July. New York. 1839 Baltimore Loan to Union R. R. 20,000 8 Jan. & July. New York. 1839 Baltimore Loan to Union R. R. 20,000 8 Jan. & July. New	lst Mortgage	1 500 000	8	- 4 -	Now York	100	100	2d Mortgage for \$3,000,000	2,500,000		May & No	v. "	1896	86
Sambury Brids (CP& ARR994m) South State Bhore & Michigan So. Sambury Brids (CP& ARR994m) South State Bhore & Michigan So. Sambury Brids (CP& ARR994m) South State Bhore & Michigan So. Sambury Brids (CP& ARR994m) South State Bhore & Michigan So. Sambury Brids (CP& ARR994m) South State Bhore & Michigan So. Sambury Brids (CP& ARR994m) South State Bhore & Michigan So. Sambury Brids (CP& ARR994m) South State Bhore & Michigan So. Sambury Brids (CP& ARR994m)	Lake Erie and Louisville:	2,000,000	1	02871	- westerley	4.320	1	1st Mort. (Scioto & Hocking)	300,00	0 7	May & No	v- New York.	0.000000	10 34 3
Section Sect	Lake Shore & Michigan So	. 500,000	-	Jan. & July	New York.	1893		Baltimore Loan to Union R. R.	20,000	0 7		Roltimore		negle
3d Mortgage (" 1,000,000 7 3 1,000,000 7 3 1,000,000 7 3 1,000,000 7 3 1,000,000 7 3 1,000,000 7 3 1,000,000 7 3 1,000,000 7 3 1,000,000 7 3 1,000,000 7 3 1,000,000 7 3 1,000,000 7 3 1,000,000 7 3 1,000,000 7 3 1,000,000 7 3 1,000,000 7 3 3 3 3 3 3 3 3 3	Sunbury B'ds (CP& ARR95in	500,000		Jan. & July	New York.			1st Mort. of Aug. 1, 1859gold	14,000pm	2 7	Feb. & At	g. Philadelphia	1895	o bé n
Consol.M. reg. (3d Mortgage (" "	1,000,000	41		44 44					1	1- 140	West Ector: W	1875	110101
Consol.M. reg. (Divid'd Bonds (L. S. R.R. 258 n	1,500,000		1 4 4.	. 46 44	1899	94	Maryland and Delaware:	Loopou	18	oute & D		1000000	100
Same		1/1 2,000,000						1st Mortgage	. 850,00		May & No	v. Boston.	1885	149
May & Nov. " " 1885 101 184 Mort. (Fig. 184 May & Nov. " " " 1885 101 184 Mort. (Fig. 184 May & Nov. " " 1885 101 184 Mort. (Fig. 184 May & Nov. " " 1885 101 184 Mort. (Fig.	Consol M. coupt " "	3/ 69 000) 3	Jan. & July	4 11 46	1900		Memphis and Unarieston:	-	18	may held	9500	dall.	9 9 9 9 9
Salud Clev. & Tol. R. R. 162 m Sol. 400 7	AU MOIL.	V 2 602 000		May & Nov			101		1,293,00	0 7			1880	Light
Section Sect	lat Mort. (Inne R R 401 m)	215 000	1 3	June & Dec	. 44 44	1872		Tenn. Loan				y " "	1890	14 24
Mort. Bonds (" " 100,000 7 May & Nov. " " 1873 Memphis and St. Louis: 5,000,000 7 Jan. & July. " " 1890 100 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1					•			Memphis and Little Rock:	1 200 00	00	May & N	Non Vank	1990	It have
Mort. Bonds(" " 300,000 7 Jan. & July. " " 1882 18	Mort. Bonds (Buff & E.R.R. 88n	23,000		June & Dec	44 44	1870		Ark. State Loan	. 900,00	0 7	Jan. & Ju	y. " " "	1890	54
Mort. Bonds	Mort. Bonds(" "				•			Memphis and St. Louis:	5,000,00	0 ,	Domnor Too	ADDE	1901	meter
Mort. (D.M. & Tol. R.R. 65 m) 624,000 7 Feb. & Aug. " 1876 96 Michigan Central: 1st Mort. (Ral. & W. P. R. R.37 m) 1st Mort. (Sch. & Three Riv. R.R.) 100,000 5	MOPL Branda/ 44	300,000	1 3	March & Sept		1386		Michigan Air Line (Mich. Cen.)	A	1.	SHIE OF SU	constan Was	n office	1 100
18	let Mort D.M. & Tol. R.R. 65 m	3,000,000		April & Oct				Michigan Central	1,900,00	0 8	Jan. & Ju	y Boston.	1800	108
18 Mort. (Ral. All. de Gr. R. R. R. 340,000 5 4 4 4 1888 964 18 Mort. (Jamestown & Frank.) 500,000 7 2d Mort. (lat Mort. (Kal. & W.P. R.R.37 n	400,000) 3	Jan. & July	and an are	1990	to the comment	lat Mortgage, sterling conv	467,48	9 6	Jan. & Ju	y Londen	1872	70.00
Mat Mort. (Jamestewn & Frank.) 1,000,000 8 Jan. & July. Boston. 1898 18 Mort. (Gr. Riv. Valley R.R.) 1,000,000 8 Jan. & July. New York. 1894	let Mort (Kal. & Three Riv. R.R.	100,000		s a	66			1st Mortgage, convertible	. 563.00	0 8	April & Q	ct. New York	1882	1116
2d Mort. (" " " " " " " " " " " " " " " " " "	let Mort. (Kal. All. & Gr.R. R.R.	.) 840,000) 8	B a a a.				1st Mort. (Mich. Air Line R.R.	1,900,00		GEOGRAM TO THE	ARREST MARKET BERN	1800	110
Law Superior & Mississippe : 1st M.RR. lands, &c., SF, Free gold Lawrence (P. Ft. W. & Chi.): 1st Mortage, guaranteed	Mort of Montage William & Frank	500,000) '	A Common and a com	1	VAT		lst Mort. (Gr. Riv. Valley R.R.	.) 1,000,00	10	Jan. & Ju	v. New York.	11696	100
lst Mortgage, guaranteed 380,000 7 Feb. & Aug. Pittsburg. 1895 Michigan Southern & North. Ind.: lst Mort July 1, 1899 5,000,000 10 Jan. & July. New York. 1899 92 lst Mortgage (tax free) 5,000,000 7 Feb. & Aug. Philadelphia 1897 Middletown Unitowille & W.Gap:	Lake Superior & Mississippi :	500,000	1	June & Dec		1994	****	1st Mort. (Kal.& So.HavenRR	640.00		May & N	OV. 46 46	1860	100
lst Mortgage, guaranteed 380,000 7 Feb. & Aug. Pittsburg. 1895 Michigan Southern & North. Ind.: lst Mort July 1, 1899 5,000,000 10 Jan. & July. New York. 1899 92 lst Mortgage (tax free) 5,000,000 7 Feb. & Aug. Philadelphia 1897 Middletown Unitowille & W.Gap:	Lawrence (P. Ft. W & Chi.	4,500,000	0 '	7 Jan. & July	New York	1899		2d Mort. (" "	70,00	10	Feb. & A	8 11 to . a do 4 1	1890	100
200 000 7 Feb & Aug Philadelphia 1907 1 let Martrage	let Mortgage, guaranteed	. 380.000	0	7 Feb. & And	Pittshure	1895	20-3	1st Mort. (Det., Hills. & Ind. R. R	1,080,00	10	June & D	Contraction of	1900	1 97
200 000 7 Feb & Aug Philadelphia 1907 1 let Martrage	let Mort July 1 1880	6,000,00	1	100/10	and the state of t	- 10000	1000	1st Mortgage, Sinking Fund	. 5,256,00	0	May & N	v. New York	1896	101
200 000 7 Feb & Aug Philadelphia 1907 1 let Martrage	let hand Lackawanna:	5,000,00	7	Jan. & July	New York	1899	92	Middletown Unionville & W.Gar	2,693,00	2	20040	2.79 (2.	1877	97
	and design (rex tree)	- 300,000	9	Feb. & Aug	Philadelphi	1897			225,00	10	Jan. & Ju	y. New York	1890	

An Asterick (*) fixed to rate of interest signifies "Payable in Coin."

6	Description of Bonds.	Amount	3	Interest	Payable.	10.	ice,	Description of Bonds.	Amount	te.	Interest	Payable.	.01	1
SH.	party party of bonds.	Amount.	Ra	When.	Where.	Due.	Pri	Description of Bonds.	Amount.	Ra	When.	Where.	Dae.	
didle	and Pacific:	27 700 000	-	Ton & Tul-	Now Voul	1000		Newark and New York (Cent.):	4000 000		T	No.	1001	
Limi	Mortgage	\$1,100.000	7	July. of July.	New York.	1900	****	Newark, Somerset & Straitsville:			Jan. & July.	11,1000000	1891	
Int	Mortgage, guaranteed ukoe & Chicago, (C&NW):	188,000	6	Feb. & Aug.	Philadelphia.	1897		lst Mortgage	800,000	7	May & Nov.	New York	1889	9
int	Mortgage, guaranteed	182 000		March & Sept.	New York.	1874		New Bedford and Taunton: 1st Mortgage	172,500	6	Jan. & July.	Boston.	1881	
ad I	Mortgage, " Prairie du Chien (M&StP):	10,500		Jun. & Dec.	4	1898		New Brunswick and Canada:				A sold of agreets	1238	
ist	Mortgage, (assumed)			Feb. & Aug.	New York.	1898		1st Mortgage, Sterling £200,000 Newburg & New York (Erie):			May & Nov.	London.	1867	
2d	Mortgage, (")	1,315,000	7.3			1898	****	1st Mortgage for \$600,000 New Canaan:	250,000	7	Jan. & July.	New York.	1889	Ü
ist	Mortgage	5,488,000	7	Jan. & July.	New York,	1893	944	1st Mortgage	75,756	7	April & Oct.	New York.	1889	,
lat	Mortgage (E. Div. Palmer) Mort. (Iowa and Minn. Div.)	792,000 3,792,000		Jan. & July.	66 66	1874 1897	90	Newcastle and Beaver Valley:	01 800	2	Mary & Non	Philadalphia	1990	
lat	Mortgage (Minn. Cent)	208,000	7	66 66	4 4			1st Mortgage for \$150,000 New Haven and Darby:	91,000		May & Nov.	r madeipma.	1002	,
lst	Mortgage (Iowa & Dak.)	1,008.000		Fob & Ang	4 4	1898	90	New H., Middlet'n & Williman.:	150,000	7	May & Nov.	New Haven.	1888	6
24	Mortgage (P. du C.Div.) Mortgage (P du C.Div.)	3,674,000 1,315,000	7.3	Feb. & Aug.	и и	1898	1077	lst Mort. for \$3,000,000, tax free.	2.200,000	7	May & Nov.	New Haven.	1889	
24	Mortgage 370 miles	1,244,000	7	April & Oct.	44 44	1884	85	2d Mortgage for \$1,500,000 New H. & Northampton (Canal):			Jan. & July.	4	1891	,
Mil	waukee City Loan	20,000 234,000		March & Sept.	46 4	1873		let Mortgage	1 000,000	7	Jan. & July.	New York.	1899	
Mi	waukee City Loanwaukee and Western bonds.	247,000	7	Jan. & July.		1891		Convertible, tax free	400,000	6	April & Oct.	4	1880	
Kei	al Estate Purchase	148,500 35,073		various.				New Jersey (Pennsylvania): 1st Loan	800,000	6	Feb. & Aug.	New York.	1875	
Line	ral Point:	- V					****	2d Loan	450,000	6	46 46	46 46	1878	3
let	Mortgage, Dec. 21, 1868 erots and North Western:	320,000	10	Jan. & July.	New York.	1890		3d (State Loan)	100,000	6	21 46	a a	1887	1
lat	Mort. sinking fundgold	20,000pm	70	Jan. & July.	New York.	1895		New Jersey Midland (NY.&OM.): lst Mortgagegold	3,000,000	7*	Jan. & July.	New York.	1895	,
Liesi	sippi Central:	1 954 000		100 000	Nom Vonh	1873		2d Mortgagecurrency	400,000	7	44 41	66 66	1891	1
2d	scippi Central: Mortgage (Miss. Cen.) Mortgage (")	2,000,050	8	Feb. & Aug	44 44	1876		New Jersey Southern: 1st Mortgage of Sept. 19, 1869	2,000.000	7	May & Nov.	New York	1889	,
lat	Mort. (Miss. Cen. & Tenn.)	25,000	1-6	April & Uct	46 48	1863		1st Mortgage (Tom's Riv. Br.). New Jersey West Line:	120,000		Feb. & Aug.		1890	
Linni	nnessee Loan bonds ssippi, Ouachita & Red Riv.:			Jan. & July	- With The Land	1892		New Jersey West Line: lst Mort. for \$3,000,000gold		7*	May & Nov	New York	1900)
lat	Mortgagegold nd Mort (257,000 acres)gold	12,000pm	7	- & -	New York.	1900		New London Northern:	1				1 .10	
La	nd Mort. (257,000 acres)gold kansas State Loan	1,000,000	7	_ & _	4 4	1900	48	1st Mortgage 1st Mortgage, Extended	370,000		June & Dec.	New London	1875 1885	
finai	mainni and Tennessee:			NO. 100 T. 12/1			130	Consol. Mortgage	230,000		April & Oct		1888	
let	Mortgage of April 1, 1856 medidated Mortgage of 1866	600,000	7	April & Oct March & Sept	New York.	1876	3	New O., Baton-Rouge & Vicksb'g			100	THE RESERVE	10.7	
11083	esippi Kiver:	1	1		Take a state of	27. 0		1st Morigagegold 2d Mort. endor. by Louisgold	12,500pm	8*	_ & _	New York.	1910	
let	Mortgage	17,000pm	7	- & -	New York.	****		N. Orleans, Jackson & Gt. North.		1		Y 2 . 27	12 50	
last.	Mort. of June 1, 1870gold		7	June & Dec	New York.	1910		let Mortgage of July 1, 1856.gold 2d Mortgage of Oct. 1, 1860gold	1 1 500 000	24	Jan. & July	New Vork	11846	a
Line	ouri, Kansas and Texas:	1		1	111111111111111111111111111111111111111	1	1	Income Mortgage of 1870gold City Extension Mortgold New Orleans, Mobile and Texas:	2,000,000	7*	&	New Orleans	. 1890	Ó
let	M. RR & land (U.P.S.Br.)SF M. (Tebo & Nesho)S.F. gold	4,145,000	8	Jan. & July	New York.	1899	****	City Extension Mortgold	1,000,000	7.	&	41 4	1890	0
Ge	nsol. L.G. S. F. (\$14,000,000)g'd	1,605,000	7	Feb. & Aug	46 46	1904	****	let Mortgage, skg fd, 227 m.gold	12,500pm	74	Jan. & July	N.Y. or Lond	1. 1915	5
fiee	Mortgage of Jan. 1, 1869	K 000 000	200	for & Tuly	New York.	1899	99	let Mortgage, skg fd, 227 m.gold let Mortgage, skg fd, 227 m.cur 2d Mortgage on 227 milescur	. 12,500pm	8	46 66	New York.	1915	Ş
20	Mortgage of April 15, 1870	1,400,000		April & Oct		1890	91	New Orleans and Selma:	. 12,500pm	0			Iato	0
Line	Mortgage of April 15, 1870 ouri Valley (K.U.SJ.&C.B.)	1 500 000	1	1		1893		1st Mort. endor. by Ala	. 16,000pm	8	Jan. & July	New York.	1900	0
let	Mortgage on 61 miles Mortgage	1,000,000		Feb. & Aug	Boston.	1893		New York and Boston: 1st Mortgagegold	8.000.000	70	May & Nov	N.Y. or Lond	1. 1889	a
fob	ile & Alabama Grand Trunk	to and w	1	Acres 100			1	New York Central:			100000			
lat.	Mort endorsed by Ala bile Lo'ne1,500,000 end by Co	1,500,000	0 8	Feb. & Aug	New York.		***	Bonds for Debts assumed	5,936,626	6	May & Nov	New York.	1883	
lob	ile and Girard:			LONGOTO -	7.46 0.5 0.5	1		Bonds for B. & N. Falls R.R.S'	76,000	6	Feb. & Aug	.66 66	1883	
let	Mortgage	377,500	0 7	Jan. & July	. New York.			Bonds for railroad stocks	. 592,000	6	tt tt	44 44	1883	
Pla	Mortgage, endorsed by Ala.	33,50			Mobile.	****	****	Bonds for real estate Bonds and mortgages for R. E.	. 162,000 22,800		various.	46 44	1883 var.	
lob	ile and Montgomery:	o north	0	Man de Man	Non Work	1000		Bonds Convertible till Aug.1, '6	9 195,000	7	Feb. & Aug		1876	
1at	Mortgage of 1868	1,250,00	8 0	May & No	New York.	1888	***	Bonds in place of bonds of 1854 1st Mort. (Hudson Riv.R.R.)	2,900,000		June & Dec	er .	1887	
lat	Mortgagegold	5,470,00		May & No		1882		2d Mort (" II II IN T	1,891,000	7	June & Dec		1885	5
Int	MortgageSterning	803,70	10		New York.	1882 1878		3d Mort. (" ") Conv. B'ds(" ")		7	May & Nov	66 66	1875	
In	terest bonds 2nd issue	377,90	0 8	46	14 1	1883					K. L.		100	
In	terest bonds sterling	755,40	0 6	e a a	New York.	1883 1883	****	1st Mortgage	20,000	7	Jan. & July	New York.	1888	8
Mon	seme Mortgagesgomery & Krie (Erie):	2 30			1			New York & Flushing(r.&N.S.) 1st Mortgage		7	- & -	New York.	1876	6
16	Mortgage	. 177,00	0 7	Jan. & July	New York	1886		New York and Harlem:	2		100 LV4	WE STATE OF	3637	
161	tgomery and Eufaia: Mortgage of 1866, endorsed	. 640,00	0 8	March & Sep	New York	1586		1st Mortgage of 1853	99,50	7 7	June & Dec	46 46	1878	
lai	Mortgage of 1870, endorsed.	300,00	0	June & De		1900		Consolidated mortgage of 1863.	. 1,767,00	0 6	Feb. & Aus	6 4 4	1893	13
M	tgomery & West Point(Wtn		0 8	Jan. & July	New York.	Due.		Sinking Fund mortgage of 1861	. 112,30	0 7	Jan. & July		1881	
10	Mortgage	450,00	0 8	3 4 4	4	18:0		N. York, Housatonic & Northern	3:		MARKET TOTAL	1,000,000	1	
24	Mortgage	298,00 254,00	00 8	4 4	14 14	1876 1881	****		141,50	0 7	- & -	New York	1889	A
In	Mortgage	594,60			Montgomery			1st Mortgage	. 1,059,50	0 0	April & Oc	New York	187	11
Lon	treal & Champlain: Mortgage Sterling £181,400.	C 201 11 -41 0	1	100000000000000000000000000000000000000	4000	1890		New York & Oswego Midland :	A 9 000 00	1			1.7	8
2d	Mortgage Derning 2 101,400	370,00	00	B an. ac July	New York		****		1: 0,800,00	7	Jan. & July	New York	1094	-
Mor	Mortgageris and Essex:	E 000 00		The same of the	41.04			1st Mortgage	83,00	0 6	Feb. & Au	New York.	187	
24	Mortgage, Sinking Fund	3,000,00				1914	101	Consol. Mort. for \$1.000,000	512.00		Jan. & July	2. 44 44	187	
C	Mortgage	. 600,00	00	7 Jan. & Jul	7. 44 46	1900		Niles and New Lisbon:	The second	1	000 02 0		3 Drs	
C	eatine (South-Western):	3,084,00	100	7 Feb. & Au	g. 46 46	1889	93	Norfolk County (B. H. & Erie):	500,00	0 7	- & -	- Philadelphia	a. 188	5
18	Mortgage	. 330,00	00	7 Jan. & Jul	Savannah.	1887			. 414 35	0 0	March & Sep	t. Boston.	185	5
Nas	hville and Chattanooga:	1,546,00	70		amount of	1890			110.50		1002,055 CAL		1900	,
10	t Mortgage, endorsed by Tent t Mortgage not endorsed enn. State Loan	23,00	10	g Jan. & Jul	11 11	1890	1		396,00		Jan. & Jul	y. New York	187	7
T	enn. State Loan	150,00	00	8 4 44	66 66	1892		2d Mortgage for \$500,000	416,00			Norfolk.	189	
Vas	nn. State Loan (Jasper Br.). hville and Decatur:	245,00	N I	OTTO BOOK 1	A post vis	1900		North Carolina: Mortgage Bonds	89,50	0	May & No	v. Shops, N. C	1. 187	7
3 m	t Mort. Tenn. State Loan	2,629,04	12	Jan. & Jul	New York			Mortgage Bonds	193.50	0 8	3 44 44	. 4	187	7
20	Mortgage	200,00		April & Oc	4 46 46	1870 1887		Mortgage Bonds	209,00	0 8	I Sept a		188	S
C	one ols for \$2,100,000 at 7 or 6 go nonal (N. Jersey) :	d				1901	***	1st Mortgage	31,56		March & Sep	t. Charleston	186	
Nat	Morteage for \$7,000 000	1 4 40	8	9 000 500 3	New York	1901	- 4	2d Mortgage	69,50	0 '	7 4 6	4	186	
Na	Mortgage for \$7,200,000		-	- & -	New Tork	1901	***	General Mortgage 1st Preferen	ce 141.50	0	7 66 66	an Married	189	96
	Merigage, of 1856	1 100 50	100	7 Jan. & Jul	y. Bridgeport	1876	1	Danded Internet		5 9	1	H 26	187	ø

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	3	Intere	t Pay	able.	8	00	A Para market at the	1	9	Interest	Payable.	. 6	1 9
Description of Donas	Amount	B	When.	1	Where.	Da	Price	Description of Bonds.	Amount.	Rate	When.	Where.	Due.	8
th Missouri : Twee Land.	dan d	00	18012 V.K.H	100	SO -7495700	2010	111	Post of N. W. J. (N. T. S.)	The sales	-	COUNTY OF THE PARTY	TOTEL STREET, ST.	100	-
st Mortgage of Jan. 1865	\$6,000,000	7	Jan, & Jul	V. N	ew York.	1895	894	Pemberton & N. York (N.J.S.):	\$375,000	7	Jan. & July.	New York.	1890	
d Mortgage of Oct. 1868d M. of Oct. 1869(7 p.c after 5yrs)	4,000,000		April & O	t.	C. T. T. C.	1895 1888	****	lst Mortgage, guaranteed Peninsula (C. & N. W.):	ob male	20	DONE THEFT		on from the	10
rth Pennsylvania:	3,000,000	10	1000,01 1000		on the state	1888		1st Mortgage, guaranteed Peninsular (Mich. Ind. & Ill.):	855,000	7	March & Sept.	New York.	1898	8
Mortgage	2,250,000	6	Jan. & Jul	y. Ph	iladelphia	1885	101	1st Mortgagegold	1,800,000	7*	May & Nov.	New York.	1899	1
hattel Mortgage	889,000	10	April & Oc	t.	"	1877	110	Pennsylvania and New York:	W 30 30		Oldok - Lattered	Section State (\$120)	0.000	1
Mortgagethern Central:	1,246,000	7	May & No	V-	if yold go	1896	96	1st Mortgage	1,500,000		June & Dec.	Philadelphia.	1896 1906	1 0
st Mortgage, Md. State loan	1,500,000	6	J. A. J. &	O. P	altimore.	Irred.	Bully	lst Mortgage	1,500,000		Alberta Private	2012 CONTROL OF THE PARTY OF TH		
Mortgage	2,500,000	6	Jan. & Jul	y.	4	1885	94	1st Mortgage (Bangor Loan)	577,000	6	April & Oct.	Bangor.	1872	1.
i Mortgage (York & Cumb.RR)	1,223,000 500,000	6	April & O	1.		1900	854	2d Mortgage	169,500	6	Feb. & Aug.	Boston.	1870	1.
onsol. Mort. of July 1868	2,019,000	0~		1	. 4 :150	1900	934	Peoria & Bureau Val(C.R.I.& P.) 1st Mortgage guaranteed	600,000	8	Jan. & July.	New York	1877	1.
come conv. of April 1, 1870	475,000	7	April & O	t.	"	1880	and .	Peoria & Hannibal (C. B. & Q.):			200	of the product	Marie Co	T
thern New Hampshire:	115,000		A 15		ol. dalla de	1074	\$64	lst Mortgage, tax free	600,000	8	Jan. & July.	Boston.	1878	1
t Mortgagethern New Jersey (Erie):	110,000	0	April & O	T.	Boston.	1874		l'eona, Pekin and Jacksonville:	1,000,000	7	Ton & Tuly	New York.	1394	1
t Mortgage, guaranteed	400,000	7	Jan. & Jul	v. N	ew York.	1878	111	1st Mort. of May 1, 1867	1,000,000		April & Oct		1900	A)
thern Pacific:		1		-	Art satisf	control la	****	Peoria and Rock Island:	PARTY.	1	22.701	Later Control	Same	1
t Mort. on R.R. & landsgold th Western Virginia;	50,000pm	7.3	Jan. & Ju	y. N	ew York.	1900		1st Mortgage	1,500,000	7*	April & Oct	New York.	1900	4
Mortgage (assumed B. & O.).	458,500		Jan. & Jul	V	altimore.	1873	Mann.	Perkiomen (Phila. & Rdg):	610,200		Amril & Oct	Philadelphia.	1897	4
Mortgage (" ").	140,000		"	3.	"	1885	99	Perth Amboy and Woodbridge:	010,200	0	April & Oct	r miaderpina.	1000	4
wich and Worcester:		1		7	DE DOUGLAN	muhe à	801	1st Mortgage, guaranteed	100,000	6	- & -	New York.	1886	4
t Mort. State Loan	400,000 59,000		Jan. & Ju	y.	Boston.	1877		Petersburg:				Ja 7 contumbra	1000	4
lain bonds	45,000		Feb. & At	C.	4 10	1874 1870		Mortgage Bonds	3,094		Jan. & July	New York.	1871	4
onstruction bonds	250,000	7	Jan. & Ju	V.	a · · ·	1877		Mortgage Bonds	25,500 266,500				179-19	8
ew bonds of 1870	22,000		66 6	-	ct	1890		Philadelphia and Baltimore Cent.	:	1 3			50,012	ı
ck and Northern:	100,000	7	Ton & Y		W. L.	1000	I m	lat Mortgage (Penn. Div.) lat Mortgage (Md. Div.) Philadelphia and Eric (Penn.):	\$00,000		Jan. & July	. Philadelphia.		j
t Mortgage land & Ottawa (D. & M.):	100,000		Jan. & Ju	2. 7	ew York	1890		Philadelphia (Md. Div.)	300,600	0 6		STATE STATE OF STREET	1891	ß
t Mortgage (assumed) sterling	150,867			V.	London.	1873	- 11	Inladelphia and Eric (Penn.):	5,000,000	64	March & Sent	Philadelphia	1881	ä
Martgage (") dollar	51,000	7	4		ew York.	1873		2d Mortgage			Jan. & July		1888	ä
ensburg and Lake Champlain: t Mort. conv. into pref. stock	1 4 600	7	Year & Yes	578	Land Library	1000	311	3d Mortgage	3,598,00	0 6	"	1.46	1920	ä
Mort. conv. into com. stock.	4,600 25,200		Jan. & Ju April & O	ct.	Boston.	1869		1st Mortgage (Sunbury & Erie. Philadelphia, Germant & Norist	1,000,000	0 6	April & Ool		1877	d
quipment mortgage of 1868-'69	500,000				a	1879	102	1st Mort. Convertible	25,40	0 6	Jan. & July	. Philadelphia	1882	a
and Mississippi:			1	-	onulation of	D/Real	102	Philadelphia and Reading:	-	15	The Dod	1.1.3405310	lood.	d
t Mortgage (W. Div.)	2,050,000			y. I	lew York.	1872	101#	Debenture Loan of 1861				. Philadelphia	1871	8
Mortgage, (W. Div) conv	850,000 534,000				u a	1872		Debenture Loan of 1868	1,121,00			46	1893	
come Mort., (W. Div.)	221,500		April & O	ct.	4 4	1882	83	Debenture Loan of 1870 Mortgage Loan of 1857, conv	. 2,625,00		7.7	4	1886	
Mortgage, (B. Div.)t Mortgage, (W. Div.)t Mortgage, (W. Div.)toome Mort, (W. Div.)unded Debts Mort. (W. Div.).	16,500		-	0.0	au	1882		Mort. Loans of 1843-44-48 & 49	1,521,00	0 6	66 . 66	4 4	1880	
onsolidated Mort	4,701,000			ly.		1898	961	Mortgage Loan of 1868	. 2,700,00	0 7	April & Oc Jan. & July	t. "	1893	
Creek and Allegheny River:	101,850	7	Daniel I	-	London.	1898		Sterling Loan of 1836	182,40	0 5	Jan. & July	London.	1880 1880	ð
t Mortgage	1,500,000	7	Feb. & A	ag. P	hiladelphia	1896	PAGE !	Sterling Loan of 1843	. 976,80 . 288,00	0 7		4	172-17	77
Mortgage	580,000	7	April & C	ct.	48	1882	844	Sterling Loan of 1836 Philadelphia, Wilmington & Balt	200,00	1.	400 HIS C 11	1 1		-
t Mortgage	200,000		June & D	ec.	M M	1871		Mortgage, convertible	. 349,00			y. Philadelphia	. 1884	51
Mortgage onsolidated Mortgage	71,000 819,000			OV.	4	1871		Mortgage, convertible Plain Bonds	. 600,00			t. Honey "	1871	
Colony and Newbort:		1.	-	- 6	1 20 120	1888	86	Plain Bonds	1,000,00				1876	ă
lain Bonds	1,388,000			ng.	Boston.	1877	102	Plain Bonds Pittsburg, Cin. & St. Louis (Pa.)		-	The state of the s	of the second of the	2 9.00	
lain Bonds	1.000		March & Se	pt.	a a	1874	961	lst Mortgage, guaranteed	6,207,00	0 7	Feb. & Au	g. Philadelphia	1890	10
lain Bonds	1,000,000			ct.	44	1875	95	lst Mortgage, guaranteed 2d Mort, conv. (Steubenv. & Ind	.) 3,820,00	0 6	March & Sep	t.		o
lain Bonds	34,000			Pu	i ii	1876 1884	941	Pittsburg & Connellsville (B.& C.):	0 7	Jan. & Jul	y. Baltimore.	1898	
ana and Southwestern:					or intuition	12002		1st Mortgage, tax free 2d Lien Balt. Loan	1,000,00			4	1886	
st Mort. (North Platte Div.)	300,000	8	June & I	ec. 1	New York.	1890		Turtle Creek Div. bonds	400,00	00 6	Feb. & Au		1889	
Mort. (Alex to Gordonsville d Mort. (Charlotte to Lynchb.	400,000	6	May & N	OF 7	Vam Vanh	1070	Dit	Real Estate bonds	100,00	0 6	various.	Baltimere.	1883	
d Mort. (Charlotte to Lynchb.	1,155,50		Jan. & Ju		New York.	1873	86	Pittsburg, Ft. Wayne & Chicago	875,00	00 7	Jan. & Jul	y. New York	1912	ï
G M.O.T.	598,000	8 0	May & N	ov.	Richmond.	1873	82	1st Mortgage (Series A) 1st Mortgage (Series B)				g. u	1912	
th Mort. " " "	574,000			pt.	Alexandria.	1880	82	1st Mortgage (Series C)	875,00	00 7	March & Ser	it. a a	1912	
a. State Loan	1,645,50			ily.	New York.	1882	884	1st Mortgage (Series D)	875,00			t. 6 . a	1912	
ge Valley & Southern Kansas					1 83 (189)	1893		1st Mortgage (Series E)	875,00			V.	1912	
st Mortgage (5-20 years) wego and Rome (B.W. & O.) :	200,000	0 10	Jan. & Ji	ly.	New York.	1888		1st Mortgage (Series F) 2d Mortgage (Series G)				y	1912	
at Mortgage grav		1-		00.00	Line Res Tab	Education Co.		2d Mortgage (Series H)	860,00	00 7	Feb. & Au	g. H M .	1912	2
st Mortgage guar. ncome Mortgage guar. wego and Syracuse(D.L.& W.)	112,10				New York.			2d Mortgage (Series I)		00		1 4 4 A	1912	
wego and Syracuse(D.L.& W.)	: 210,10	1	100 110		10161 A 100	1891		2d Mortgage (Series K) 2d Mortgage (Series L)	860.0	00	May & No		1912	
at Mortgage, guaranteed	112,00			ov.	New York.	170-18	0	2d Mortgage (Beries M)	800,0	00 '	June & De	e. 44 16	1912	3
awa, Osw. & For R. V (CR4-O)	375,00	0 7	00.012		# # # # # # # # # # # # # # # # # # #	1886		3d Mortgage Bridge (O. & P. R. R.) bonds.	2,000,0	00	April & O	Ct. 95	1912	
st Mort, traffic guar & tax fre	1,200,00	0 8	Jan. & J	ilv.	Boston.	1890	Sean F	Bridge (O. & P. R. R.) bonds. Equipment Mort. of Mar. 1, 18	153,0	00	May & No	A. C.	1876	
ensboro' and Russellville:	2,200,00	1	COLUMN TO	-	Z vo hate	2000	****	Construction bonds of Jan. 1,	70 100,0	00	Jan. & Ju	Pla	1877	
st Mortgage	200,00	0 6	April &	oct.	New York.	1886		Port Huron & Lake Michigan:	14 10 -127	34 8	100,000 ()	THE PERSON NAMED IN COLUMN	H-563	
b MOIL, construction (Dunedon	W4 00	0 6	Feb &	2300	Nam Wash	1990	WIP.	1st Mortgage of May 1, 1869 Portland and Kennebec:	1,800,0	00	May & No	v. New York	1899	N.
		0	Feb. & A	ilv.	New York.	1880 1880	1000	let Mort (K & P R R) 1851-26	1. 224,8	00	April & O	ct. Portland.	1883	ě
cal Dalais Dongs	50A 00	0 10	various		St. Louis.	var.	102	1st Mort. (K.& P.R.R.) 1851-76 Funded Int. bonds Oct. 1, 1868	22,6	48	B 4 4	Boston,	1883	8
t. Louis County Loan		0 6	Feb. & A	ng.	a min	771-77	3	Consol. (P.& K.R.R.) Apr.1, 18	65 790,7	00	6 4	William W. Calo	1896	
terling Bonds £152,775 at 4.85. terling Bonds £19,350 at 4.85. terling Bonds £597,800 at 4.85. erson and Newart (Frio)	740,95	0 7	Feb. & A	no	London	1970	0 = 70	Portland loan	100,0		A April & O		****	
tering Bonds £19,350 at 4.85.	98,84	7 7	* April & (oct.	London.	1872		Stock certificates (Yarmouth) Portland and Oxford Central:	202,4	00	6 April & O	ct. Portland.	3	1
terling Bonds £597,800 at 4.85. erson and Newark (Erie):	3,869,33	0 7	• 4	4	4	1897	****	1st Mortgage of 1868	250,0	00	6 - & -	- Portland.	1883	3
st Mortgage guaranteed	500.00	0	Yes		11 20 20 20 20 20 20 20 20 20 20 20 20 20	a bend	1 111	Port Royal:	TO THE PARTY	10	12 V 72 19 19 18	28 W 10 W 1	110	Œ
st Mortgage guaranteed.	500,00	0 7	Jan. & J	пу.	New York.	1885		lst Mort. skg f'd convgo Portsmouth, Gt. Falls & Conwa	ld 2,500,0	00	May & N	ov. Lond. & N.	Y. 1880	1
at Mortgage, guaranteed kiv, Junc. & Decatur(TW&W)	85,00	0 7	May & N	OV.	New York	1878	1041	let Mortenge	200,0	00	6	Boston.	1880	ŝ
st Mortgage Decatur(TW&W)	2		000/202		T. AVA	2000	****	Potsdam & Watertown(R.W&C	0):		0.00	200000		ø
mberton & Hightet	16,000pn	1 7	* Feb. & A	ug.	New York.	1901	0	1st Mortgage, guaranteed	845,8	00	7 June & D	oc. New York	772-	ħ
st Mortgage ondowed	7 10 1	1 :	DESCRIPTION OF	-	Jersen .	7 1000	cledio	1st Mortgage, guaranteed Pougkeepsie and Eastern:				Mark of All Market	ART IN SUR	ķ,
nnsylvania:	160,00	0 7	Jan. & J	aly.	New York.	1877		1st Mort. conv. & tax free go	100,0	00	7* Jan. & Ju	ly. New York	. 1910	•
	4,972,000	0 0	Jan. & J	alv. E	hiladelphia	1880	100	let Mortgage of 1988	55,0	00	8 June & D	ec. Providenc	e. 1877	,
d Mort. Harrish, to Pittab.	2,594,000	9 6	April &	Oct.	a	1875	102	Ouincy and Toledo (T. W.& W	.):			(CT MALES	14 7 3	-
eneral Mortana	2,282,84	0 6	Ohn sonn	45 30 3	London.	1875	1	Providence, Warren and Bristo lat Mortgage of 1868 Quincy and Toledo (T., W.& W lat Mortgage, assumed Quincy & Warsaw (C. B. & Q.) lat Mort, guar, and tax free Baleigh and Gaston: lat Mortgage.	500,0	000	7 May & N	ov New York	1890	0
State lien on whole property	15,784,50 5,924,71			O. P	hiladelphia	1910	94	Quincy & Warsaw (C. B. & Q.)		200	e Tom e	Day Day	THE CASE	
Debentures or Short Bonds Morigages and ground rents	1,109,22	5	April & J. A. J.	C.	hiladelate	71-'9	0	Paleigh and Coston and tax free.	800,0	W	8 Jan. & Ju	Boston.	1890	
Survey bare bare 89982110	102,80		various	V. I	mmacibilli	TOLL	10000	Lasieign and Gaston :	50,		8 Jan. & Ju	ly. Raleigh.		7

An Asterick (*) affixed to rate of nterest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate	When		Payable. Where.	Due	Price	Description of Bonds.	Amount.	Rate	When.	Where,	Due.	
eading and Columbia (P.& R.): 1st Mortgage, guaranteed 2d Mortgage, guaranteed enesselaer and Suratoga:			March & June &		Philadelphia.	1882 1884		Savannab and Charleston: 1st Mortgage(Sav. & Char. R.R.) Bonds (C.& S.R.R.)guar by S.C. Int. b'ds (C.& S.R.R.)gar.by S.C.	\$406,500 605,000	6	Jan. & July. May & Nov.	New York. Charleston.	1889 1870	
ensselaer and Suratoga: 1st Mortgage	150,000	7	Jan. &	July.	New York	1873		Savannan and Mempins:	6 6	1100	0,000.4	Mary Teach 1888 Chasa Teachta	1889	1
2d Mortgage	300,000	7	66	4	4 4	1880 1887		Schenectady and Susquehanna:	16,000pm	8*	May & Nov.	New York.	1890	3
d Mortgage	150,000	7	March &	Sept.	4 4	1886		let Mortgage tax freegold	350,000	. 7	Jan. & July.	New York.	1900	5
st Mortgage (S. & W.) assumed lst Mort. (T., S. & R.) assumed lst Mortgage (G.F. Br.) assumed.	500,000	7	May & Jan. &	Nov.	44 44	1890 1894		let Mortgage tax freegold Schuylkili and Susquehanna:	02.008	Inc	Nato T		2trol	R
hmond and Danville:		: 9	00,000,1	41.50		PL 120 1/	****	Scioto & Hocking Valley (M.& C.) 1st Mort., assumed by M.& C.Co	97,008	6	may at Nov.	Philadelphia.	1910	
rirginia skg fund Loan	600,000 158,100		Jan. &	July.	New York.	1880	778	let Mort., assumed by M.& C.Co. Seaboard and Roanoke:	300,000	7	May & Nov.	Baltimore.	1896	Š
st Mortgage guar. by Va Consolidated, Mort	1,722,600	6		Nov.	N. Y. & Rich.	176-190		1st Mortgage	210,000	7	- 4	Philadelphia.	1800	
th Mortgage	129 600	6	Feb. &	Ang	Richmond.	'73-'76 '71-'76		Selma and Gulf: 1st Mortgage, guar. by Alagold	16 000mm		2,019,0	No. Visto To Ja	1000	
h., Frederickburg & Potomac:				100	and Dymain	MH 20-	****	Selma, Marion and Memphis:	- Line	1	7,018 .,.010	New York.	1890	
terling Bonds	67,777 124,489		Jan. &	July.	Richmond.	1875 var	****	lst Mortgage, guar. by Alagold Selma and Meridian:	16,000pm	8	March & Sept.	New York.	1889	
ollar Bonds	274,228		44	66	4	var		1st Mortgage (3d series)	796,830	6	various.	- & -	var	
hmond and Petersburg:	151,296	FOR	variou	14	N. Y. & Rich.	var		Selma, Rome and Dalton: 1st Mortgage, tax free		7	April & Oct.	Now Vanh	1004	
lortgage (old) various			April &		4 46	'72-'80		2d Mortgage. Shamokin Valley & Pottsv.(N.C.)	6,000,000		- & Oct	New York.	1887	
lortgage of April 1, 1870 hmond and York River:	000 000	0	Jan. &	Toler	New York.	1898	10,13	Shamokin Valley & Pottsv.(N.C.)	P00 000	1	Fish to Ame	D. lat.	1000	
anoke Valley (R. & Dan.):						BLA	****	1st Mortgage, guaranteed Sheboygan and Fond du Lac:	100,000	1	Feb. & Aug.	Baltimore.	1872	
t Mortgage, guaranteed chester & Genesee Val. (Eric):	129,600	6	Feb. &	Aug.	Richmond.	'71-'76		1st Mortgage	750,000	7	June & Dec.	New York.	1884	
at Mortgage, guaranteed	70,000	6	Jan. &	July.	New York.	1876		Shenango and Allegheny: lst Mort. of Oct. 1, 1869	520,000	7	April & Oct.	Philadelphia.	1889	
ckford, R. Island & St. Louis:	0.000.000	74	Fob &	Ana	N V & Lord	1919	3.75	Shore Line (N. Y. & N. H.):	1 1 1	-		a begula	110000	
t Morigage, conv.,S.F. tax free.				0,196	N. Y. & Lond.	13.31		Sioux City and Pacific:	200,000		March & Sept.	New York.	1880	
Mortgage, of Oct. 1, 1868	30,000	7	April &	Oct.	Cleveland.	1873		1st Mortgage Jan. 1, 1868gold 2d Mortgage (U.S. subsidy)cu	1,628,000		Jan. & July.	New York.	1898	
me, Watertown & Ogdensb.: at Mortdage, (general) Skg Fund at Mort. (W. & R.) Skg Fund	632,500	7	June &	Dec.	New York.	1891		Sioux City and St. Paul:		1	The same	Z. at All Lowers	1898	
Mort. (W. & R.) Skg Fund.	796,900	7	March &	Sept.	66 66	1880 '72-'74		let Mortgage, L. G. tax free	14,000pm	7	- &	New York.	****	
st Mort (Potsdam & Watert.). adout and Oswego:	323,000		June &	Dec	71.1		****	Somerset (Me. Central): 1st Mortgage, June 1, 1871gold	450,000	7	June & Dec.	Boston.	1891	
st Mortgage	1,000,000	7	Jan. &	July.	New York.	1890	90	South Carolina: Sterling Loan Bonds	i baral	1	12.11	arms of the sur	210	
tland (Verm. Central): quip. Bonds of May 1, 1870	500,000	7	May &	Nov.	Boston.	1880	85	Domestic Bonds (H) 1866-'67	306,500		April & Oct.	London. Charleston.	'78-'8 '71-'7	57
quip. Bonds of Sept. 1, 1870	500,000	8	March &	Sept.	4	1880	98	Domestic Bonds (G) 1862-'67	342,500	6	Jan. & July.	- 44	178-17	7
and & Burlington (Rutland): t Mort. conv. into pref. stock.	70,000	7	Feb. &	Aug.	Boston.	1863		Domestic Bonds (K) Jan. 1868. Domestic Bonds (special)Sep. 6	1,272,500 76,000	7 7	Jan. & July.	46	188-19 180-19	ì
Mort. conv. into com. stock	67,000		44	66	66.	1863		Real Estate Mortgage	\$0,732	3 7	various.	4	141-19	9
at Croix and Penobscot: at Mort. (Cal & Baring R.R.)	95,200	6	Jan. &	July.	Calais, Me.	1879		Mortgage, Jan. 1868 (L) South Georgia & Florida (A.& G)	800,500	7	Jan. & July.	New York.	'82-'8	8
4 20000 00 (17,500	6	64	66	66	1879		lst Mort. assumed by Atl. & Gul	1 464,000		- & -	New York.	1890	
lalais Loan to Lewey's Isl.R.R. Joseph & C.B.(K.C.StJ.&CB.):	130,000	0	June &	Dec.		1876		2d Mort. " " "	200,000	7	- &	M Tour Soul A	1890	ı
et Mortgage (80 m. in Missouri) d Mortgage ("")	1,400,000		March &		Boston.	1892	97	lst Mortgage, Dec. 1, 1868	200,000			Philadelphia		
Joseph & Denv. C.(E.D.112m.):	339,500	8	June &	Dec.		1874	91	2d Mortgage, Mar. 1, 1869 South and North Alabama.	181,060	7	March & Sept.		1884	P
st Mort. of Aug. 14,1869 free Joseph & Denv.C. (W.D.160m):	1,500,000	8*	Feb. &	Aug.	NY.L'n & Fk.	1899	102	lst Mort., endor. by Ala., tax free	22,000 pm	8	Jan. & July.	New York.	1890	i
t M. RR lands of M'y14,'70,free	5.500.000	9*	Feb. &	Aug.	NY.L'n & Fk	1900	971	South Pacific (Atl. & Pac.): 1st Mort. assumed by A. & P	7,250,000	1	Jan. & July	New York.	1888	
Lawrence & Industry (Can.):				27.45	Jacob T. Joseph	100		South Shore (Mass.):					1000	
t Mortgage Louis, Alton and Terre Haute:	250,000	8	Feb. ds	Aug.	London.	1887		1st Mortgage, sinking fund South Side (L. I.):	150,000	6	April & Oct	Boston.	1880	ļ
st Mortgage (Beries A) skg f'd.	1,100,000				New York.	1894	98	South Side, Va. (A.M.& O.):	. 2,250,000	0 7	Mar. & Sept.	New York.	1887	
st Mortgage (Series B) skg f'd. d Mortgage preferred (Series C)	1,400,000	7	April &	Aug.	41 44	1894 1894	86	lst Mort., consol. lst pref	. 581,000	0 8	Jan. & July	New York.	184-19	0
d Mortgage preferred (Series D)	1,400,000	7	May &		66 66	1894		lst Mort., consol. 2d pref	- 619,30	0 6	4 4	66 64	184-,9	
d Mortgage Income (Series E). Quipment Mortgage	1,700,000 300,000	10	March &	Sept.	44 44	1884	77	4th Mortgage, consol. 3d pref Va. State Loan (net)	458,10		44 44	4 4	184-19	9
Louis, Coun. Bluffs & Omaha:	100		Log Carl	1.00		Low Par	***	Southern Central:		2 6	The same	THE STATE OF	long	
st Mortgage, guaranteedgold Louis and Iron Mountain:	16,000pm	7*	Jan. &	July,	New York.	1901		1st Mortgage, skg fund conv Southern Iowa and Cedar Rapids	1,500,00	0 7	Jan. & July	New York.	1900	1
st Mortgage of Aug. 1, 1867 gold	4,000,000	7*	Feb. &	Aug.	New York.	1892	944	lst Mortgagegol	1,500,000	0 7	May & Nov	New York.	1900	,
Louis, Jacksonville & Chicago: st Mortgage of Mar. 18, 1864	2,365,000	7	April &	Oct	New York.	1894	7 191	Southern Minnesota:		1	1 3480	M atsdiges a	M. Co. IV	
Mortgage of May 1, 1868 Louis, Lawr. & Denv. (Pacific):	360,000	7			4 4	1898	94	lst Mort., Apr. 1, 1868 tax free. Southern (Cal.) Pacific:	20,000pm		April & Oct	Bussel M. W. &	1585	1
Louis, Lawr. & Denv.(Pacific):	1,020,000	81	Jan. &	July	New York.	1901	1 45	1st Mortgage for \$28,000,000.gold Southern Pennsylvania:	d		Jan. & July	New York.	1901	
st Mortgage, guaranteedgold Louis and Santa Fe:	20.000	-	1	*		uspirer.		lst Mort. March 1, 1870gol	671.50	0 7	March & Sept	Philadelphia	. 1890	,
t Mortgage Louis and South Eastern :	20,000 pm	7	Jan. &	July	St. Louis.	1891		2d Mort. Sept. 1, 1870gold South Western (Cen. of Ga).	80,00			paarunieel.	1880	
at Mort. skg fund convgold Louis and St. Joseph (N. Mo.):	8,250,000	7*	May &	Nov	New York.	94-196		Mortgage Honds various	900.00		various.	Macon.	777-18	8
Louis and St. Joseph (N. Mo.):	1.000.000	g:	May &	Nov	New York.	1893	1172	Mortgage Bonds, Muscogee R.F.	300,50			11 2 12 Mg (C)		
st Mort of Nov.2, 1868 guar gold Louis, Van & T. H. (T.H.&I.):	2,000,000		03.001		2012	o lour	****	1st Mortgage, end. by S. Car	350,00	0 7	Jan. & July	Charleston.		
st Mortgage, S. F., guaranteed. d Mortgage, S. F., guaranteed. Paul and Chicago (M.& St. P.):	2,600,000	1	Jan. &	July	New York.	1897 1887		lst Mortgage, end. by S. Car lst Mortgage not endorsed Springfield & Illinois S. Eastern:	198,37			64		
Paul and Chicago (M. & St. P.):	0,000,000	1	1		New York.	ton t	****	1st Mortgagegol	d 15,000pm	2	Jan. & July	New York.	1890)
st Mort. of 1870gold Paul and Pacific 1st Division:	8,000,000	3,	J. A. J.	æ ()	MINISTER A	1900		Staten island: 1st Mortgage					97,520	
st Mort. (BL.P. to St. Anth. 10m.)	120,000	8	March &	Bept	New York.	1892		Sterling Mountain:	200,00	0 3	Jan. & July	New York.	1836	
at Mort (St. Paul to Wah 80 m	700,000		Jan. &	Doe	4 4	1892		Sterling Mountain: 1st Mortgage. Sullivan (Verm. Central):	850,00	0 7	200 Tay &	New York	1874	
and Grant & 2d Mort. (80 m.) Jeneral Mort. RR.& L.\$2,020,000	1,200,000	7		July	. " "	1002	****	1st Mortgage, extended	500.00	0 6	Jan. & July	Boston.	1875	,
t M.(W. Line & L.) for\$3,000,000	780,000		- 4	44	London. New York.		****	2d Mortgage, extended Sullivan and Erie :	250,00	0 6	Feb. & Aug	(waith (Erla)	1880	
IT WIT AM . THERE OF THE PLOT BO'COO'COO!				-	" " "			let Mortgage, skg fund conv	1,000,00	0 7	May & Nov	New York	1886	,
Paul and Sioux City:		1	1	A 1	New York.	D , Hills	CONT.	Summit Branch:	A 35 26	12	000.88	hosinstatis	" Suffr	į
Land Stock on 400,000 acres lem (W. Jer.):	2,200,000			170	Lette Walter	77 8	****	let Mortgage		9 6	Jan. & July	Philadelphia	1875	-
let Mortgage guarlem and Lowell (B. & L.);	100,000	6	Jan. &	July	. Philadelphia	1878		1st Mortgage.	200,00	0 6	midono a trastol	New York.		
let Mortgage guar	226,900	8	Fob. &	Ang	Boston.	1878	954	113 wedenboro (w. Jer.):	4	1 0	000,001 777	boeround	Managa Angaraga	
lst Mortgage guar	0.000.000	1		Lili	the Call belle muses	W and	(Sire	Syracuse, Bing, & N.V. (DIAW):	1 8	Sharres 1	Camden.		
lst Mortgage guar, by B. & O., aratoga & Whitehall (R. & S.): 1st Mortgage, guaranteed avannah, Griffin & North Ala.:	2,307,000	1	Jan. &	July	. Baltimore.	1909		Tebo and Neosho (M. K. & T.):	1,695,82	5 7	April & Oct	New York.	1877	1
1st Mortgage, guaranteed	400,000	7	March &	Sept	New York.	1886		1st Mort, assumed by M.K.& T Terre Haute & Indianapolis:	2,000,00	0 7	June & Dec	New York.	1903	
	150,000	1	1	1000	N 50 35 JULY WEST	CHINE 2	1200	Terre Haute & Indianapolis:	1	1	BETT 850 3	marrors of call	100.0	

An Asterick (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	The state	When.	Payable, Where	Due	Price	Description of Bonds.	Amount.	Rate.	When.	Where.	Due.	Dries
loga:	¢243,000	7	May & Nov	New York.	1872	1 51	Western Union (M.& St. P.): 1st Mortgage for \$5,000,000	43.275.000	7	Feb. & Aug.	New York.	1896	-
oga lst Mortgage let Mortgage (E. Div.) lst Mortgage (W. Div.) 2d Mortgage (W. Div.)	- 50 B B		2000	EL SES	1894		West Jersey:	-1 115150				10 -	1
1st Mortgage (E. Div.)	1,800,000		June & Dec Feb. & Aug		1894	91	Loan of Mar. 1861, guar. by C.&A.	1,000,000	6	March & Sept. Jan. & July.	Camden.	1888 1896	
2d Mortgage (W. Div.)	1,300,000	7	April & Oct		1886	80	1st Mortgage, Jan. 1, 1866 Consolidated mort. Apr. 1, 1869.			April & Oct.		1899	1
Equipment sinking fundoledo, Wabash and Western:	406,000	8	Jan. & July		1879		west Shore Hudson Kiver:		- 3	B ddglert		200	r
oledo, Wabash and Western:	900,000	7	Feb. & Aug	New York.	1890	95	1st Mortgage	676,300	7	- 4 -	New York.		
1st Mort. (Tol. & Ill., 75 m.) 1st M.(L.Erie, W.& St.L. 167 m.) 2d Mort. (Tol. & Wabash 75 m.)	2,500,000	7			1890	99	1st M. L. G., stg. conv. £800,000.	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1885	
2d Mort. (Tol. & Wabash 75 m.)	1,000,000	7	May & Nov		1878	92	Wicomico and Pocomoke:	4 5 5 572	1.5	Donner C	1 2 4 1 3	100	r
2d Mort. (Wab. & West. 167 m.) Equipm't Bonds (T. & W. 75m.)		7	"	4 4	1871	****	lst Mortgage	200,000	6	Jan. & July.	Philadelphia.	1888	1.
Consol. M. (T. W. & W. 500 m.)	2,700,000	7	F. M. A. & N		1907	82	1st Mortgage coupon	350,000	8	May & Nov.	New York.	1900	I.
Decatur & East St. Louis 109 m.	2,700,000	7		41 41	1900	87	Wilm., Charlotte & Rutherford:	-	1			20	ľ
roy and Boston: 1st Mortgage	800,000	7	Jan. & July	New York.	1887	1	1st mortgage	1,000,000		Jan. & July.	New York.	'87-'9'	
2d Mortgage	- 300,000	7	April & Oc	4 4	1885		1st Mortgage, endor. by N. Car Wilmington and Reading:		0	Se Jose		'87- 97	1
3d Mortgage	650,000	7	April & Oc May & Nor		1875		1st Mortgage	2,250,000		April & Oct.	Philadelphia.	1900	1
Convertible Bonds	648,000	7		" "	1882		zu mortgage	262,200	7	Jan. & July.	"	1902	1
roy, Salem & Rutland(R.& Sar.): 1st Mortgage, guaranteed		7	May & No	New York.	1894		Wilmington and Weldon: Sterling Loan	576,888	6	Jan. & July.	London.	1881	1
roy Umon:					1001		Sterling Loan	197,777	7	May & Nov.	4 4	1885	1
1st Mortgage, guaranteed	500,000	6	Jan. & July	New York.			Sinking Fund Bonds	710,000	7*	Jan. & July.	New York.	1896	1
2d Mortgage, guaranteed	360,000	6	" "	"	1878		Winona & St. Peter (C. & N. W.)			and ending	20	- E	
Inion Pacific: 1st Mortgage, tax free	27,237,000	6*	Jan. & Jul	N.Y.& Bosto	n '95-'9	91	1st Mortgage2d Mortgage	20,000pm		May & Nov.	New York.		1
1st Mort. L. G. (12,000,000 acres)	9,594,000	7	April & Oc	L Boston.	1899	784	and and the second seco	Lagooopii		may & Nov.	1 2		1
Income Mortgage	10,000,000	10	March & Sep	L	1874	83	K = b ATTENDED	P.			1. 181	25	1
2d Mortgage (U. S. subsidy) Union Pacific—Central Branch:	41,200,012	6	Jan. & Jul	N.Y.&Bosto	п. 99-,9		CANAL BONDS.	169	1	-	12 197	1	1
1st Mortgage	1,600,000	6*	May & No	v. New York	1895		Chesapeake and Delaware:				13.	1 %	-
1st Mortgage (U.S. subsidy)	1,600,000	6	Jan. & Jul	y. 4 46	1895		1st Mortgage	2,039,150	6	Jan. & July	. Philadelphia	1886	
Union Pacific, E. D. (see K. Pac.) Union Pacific, S. Br. (M.K.& T.):					1		Chesapeake and Ohio:	10/10/20	1	Bornes Land	DO STORY	16	1
1st M.R.R.342m.& 1,300,000 acres	4,145,000	64	Jan. & Jul	New York	1899		Maryland State Loan	4,375,000	5	J A. J. & O	London.	1870	
Union and Titusville:	1						Preferred Bonds	1,699,500		Jan. & July		1885	
1st Mortguge Utica and Black River:	500,000	7	Jan. & Jul	Philadelphia	а. 1890		Delaware Division (L.C. & W.):	1251 3	1			100	
July 1868	150,000	7	Jan. & Jul	. New York	1878	1 3	1st Mortgage, guaranteed Delaware and Hudson:	800,00	6	Jan. & July	. Philadelphia	1878	E
1st Mortgage, July 1868 Vermont Central:	100,000	•	oan would	New Tork	1010		Mortgage bonds tax free	1,500,00	7	May & Nov	New York.	1877	
1st Mortgage	3,000,000	7	June & De	c. Boston.	1886	83	Mortgage bonds of 1870, tax fre	e 3,500,00	0 7	Jan. & July		1884	1
2d Mortgage	1,500,000	7	Man & Ma	4	1891	35	Delaware and Raritan (See Can	den and	1	mboy R. R.)		-	
Equip. Loans of 1866-'67 Equip. Loans of 1867		8	May & No	v. u	1889	100	Ene of Pennsylvania:	749 85	1 7	T to T1-	mus delakte	1000	
Stanstead, Shefford & Cham. b'd		7	Jan. & Jul		1887	101	Bonds (original)	. 743,65 161,96		Jan. & July	. Philadelphia	1865	а
Guar. Stock (Vt. & Ca.)	2,000,000					100	Lehigh Coal and Navigation:	1 202,00	1		14 15 15	1010	ă
Vermont and Massachusetts.	550,000		Ton & Tol		4000		Mortgage Loan	. 5,655,10			. Philadelphia		ã
1st Mortgage Convertible tax free, bonds	200,000	7	Jan. & Jul	Boston.	1883 1879	92	Mortgage Loan	5,000,00		-		1897	
Vermont Valley (Vt. Central):	200,000	'			1010	****	Gold Loan	980,00		June & Dec	44	1897	
1st Mortgage	. 386,000			t. New York			Gold Loan Convertible Loan	1,996,87		44	4	1877	
1st Mortgage	. 114,000	6		Boston.	1860		Monongahela Navigation:			3001	9 1 2	1 9	
1st Mortgage Vicksburg and Meridian:	. 293,200	7		New York	. 1859		1st Mortgage	103,00		Jan. & July	Pittsburg.	1887	
General Mort., 1st series (red).	. \$722,500		Jan. & Jul	y. Philadelphi	a. 1890	13	2d Mortgage	1,00	"		1 51 13	1875	8
" 2d series (blue).	. 850,000		4 4	4 *	1890	****	1st Mortgage	. 500,00		April & Oc	Jersey City.	1884	
" 3d series (black unot endorsed).	154,000 1,273,000		April & O	4 4	1890		2d Mortgage	285,00		4 4	4 4	1876	
Special Loan	225,438				1890 1880	****	Boat Loan, sinking fund Dividend Scrip	. 236,96			4 4	1885	57
Vineland:	1	0	1000	1 3 - 1 - 1	1000	****	Pennsylvania:	100,10	1	-	1 1 8		8
1st Mortgage	. 750,000	7	April & O	t. New York	. 1890	****	1st Mortgage Schuylkill Navigation:	. 1,632,00	0 6	Jan. & July	. Philadelphia	1887	Ē
Virginia Central see "Chesa & O. Virginia & Tennessee (A.M.& O.)					0 -		Schuylkill Navigation:	1 881 01	0 0			1 3	
1st Mortgage		6	Jan. & Ju	y. New York	. 1873	90	1st Mortgage	1,751,21 4,006,67		Jan. & July		1872 1882	
2d Mortgage	4,000	6	4 4	44 46	1869	77	Plain Bonds	171,36		- & -	4	1876	
3d Mortgage	990,000				1884		Improvement bonds	305,50			7. 44	1870	
Income Mortgage	. 113,000 846,000				1866		Boat and Car Loan 1863 Boat and Car Loan 1864	633,66			4	1888	
4th Mortgage Registered Certificates					1200	88	Susquehanna (S. & Tide Water)	000,00	1	~		1889	-
Interest Funding Bonds	. 204,200			New York			1st Mortgage	227,50		Jan. & July	Philadelphi	1894	0
Wallkill Valley (20,000 per mile)	350,000	1.	Amuil & O	A PARTIE	100	45	2d Mortgage	700,00		46 46	4	1885	5
lst Mortgage	000,000	1	April & O	ct. New York	z. 1910		8d Mortgage stg Tide-Water (Susq. & Tide-W.):	872,66	. 0		London.	1878	1
lst Mortgage for \$1,000,000 Warren (D. L.& W.)	239,300	7	Jan. & Ju	ly. Boston.	1890		1st Mortgage	97,81			y. Baltimore.	1894	5
Warren (D. L.& W.).	244 400	1	100000		1135		2d Mortgage	300,00	10	66 66	46	1885	5
lst Mortgage, guaranteed Warwick Valley (Erie):	. 511,400	1	Feb. & A	New York	k. 1875		3d Mortgage	436,33	33		London.	1878	
lst Mortgage	. 85,000	1	April & O	ct. New York	k. 1880	-	Union:	3,000,00	W 6	May & No	v. Philadelphia	1900	
Ust Mortgage		1	10.2000	1000000		1	West Branch and Pusquehanna	1	-	3 P	- Company		95
		17	May & N	New York	k. 1898		1st Mortgage, sinking fund	450,00			c. Philadelphia		
Watertown & Rome (R.W. & O.	3,000	1	March & Se	Now Von	k. 1871	13	2d Mortgage	297,00	00 (May & No	V. 4	1888	3
2d Mortgage	796,900			New York	1880			10,0		9 - 16	1 2 3	1868	1
Wester and Filladelbila.		1				1	1st Morigage, assumed by Pa.	000,00	00	Jan. & Jul	y. Philadelphia	. 1878	6
1st Mortgage, convertible 3d Mortgage (8s compromised)	400,000		Jan. & Ju	ly. Philadelph	in. 1873	96			1		1 1 1 1 1 1		-
Western Alabama:	557,400	1	April & O	Ct. II	1878			1 2 2	-	1 20	1		ø
Mortgage congolidated guan	1,200,000	8	April & C	ct. New Yor	k. 1900	-	American Dock & Improvemen	t:	3	FILTE	DEEDE		8
lst Mortgage (before consolid.) lst Mortgage (M.& W.Point R.) Western (B. & Albany):	600,000	1	8 4 4	66 66	1888		1st Mort. guar. by C. R. R. Co	2,000,0	00	Jan. & Jul	y. New York	. 1886	-
Western (R & Albamin R.)	R. 750,000	1 8	8 Jan. & Ju	ly. " "	1881		Consolidated (Md.) Coal:	1000	24		WATER BOOK	5	3
			April & C	ct. London.	1871	9 0	1st Mortgage, convertible	750,0	UU	Jan. & Jul	y. New York	- 1885	Ø
Alleany Loan A A W Stokhda	000,000	1	6 Jan. & Ju	ly. Boston.	1876		lst Mortgage	566.0	00	Feb. & Au	g. Philadelphi	1991	ß
	753,500	0	6 April & C	et. "	1875		Long Dock:	11/1/1/2				8 .	
Western marviand.			Charles Inch				Mortgage Bonds, guaranteed .	2,500,0	00	June & De	c. New York	. 1872	2
1st Mortgage 2d Mortgage preferred	600,000		6 Jan. & Ju	ly. Baltimor	B. 1890 1890		Mariposa:	1,500,0	00	Jan. & Jul	Now Yes	100	ı
		0	6 . "	4	1890		1st Mortgage			Jan. & Jul April & Oc	y. New York	1881	i
Bonds (July 1, 1870) endor.by Western North Carolina (E.D.)	B. 1,400,000		6 4		1890	92	Quicksilver:	1000	40	1.10		1	
lst Mortgage, Mar. 1, 1870	7 400 000	1	0 7-	G	777		1st Mortgage	500,0	00	7* June & De 7* Jan. & Jul	c. New York		
Western Pennsylvania (P	1,400,000	1	8 Jan. & Ju	ly. New Yor	k. 1890		. 2d Mortgage Western Union:	1,000,0	00	Jan. & Jul	y	1879	
lst Mortgage, (E. Div.) guar lst Mortgage, (Pittsb. Div.) guar	800.000	0	6 April & C	ct. Philadelph	ia. 1893	82	1st Mortgage (S. F.) convertib	le. 4,534,0	00	May & No	v. New York	1878	5
and mortgage, (R. Div.) guar					LTOOK	. 04	THE THE PARTY PRINCIPLE OF ST. OF STATE OF ST.		-				-

73.0(Re-orga niza. of Clin. Peru & Chic.)

Dec. 31, 1807 73.0 | 31 pt. | 25 pt. |

RAILROAD SHAKE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

Example (*) occurring in the column headed "Rolling Stock" significs that the cost thereof is included, in that headed "Railroade are distinguished by a "1," and running dots (....) signify " not seem

Market. 8 :: Dividends. 3,764,493 1,299,043 10 (Operat ed by Bur lington & Mo.River.) (Operat ed by Chi cago, Burl ington & Quincy 096,552 4,893,514 1,881,297 **Earnings**. by West J ersey.) — 158,742 2 655,812 2 by Dela, L. and W.) 1 & oper by Del. & Hu d. C. C. C. S. 6,086,378 12.13,296 677, 12.13,296 and oper by Pbila, and Rea Leased & oper. by Fall Brook Coal 7 Chic. and N.V. 10 mos. 182 (Leased & oper. by Grand Tr unk 20,032 500,063 61,100 8 (Leased & op erated by Krie. 136,547 2,467,189 4,666,007 26 (Leased & oper. by GrandTrunk.) (Leased & oper. by Krie.) 31,634 1,543,617 592,178 6 (Leased & oper by Camd and Am by Cheshi re. and oper.by West J ers Tilinols Ce Tons. 635,940 54,139,269 232,353,696 40,499,888 158.096,552 & oper. by B.& Ohio.) 194.6 Oper. by Erie & N. Centri.) **************** 56,820 468 206,949,525 Carried one mile. Freight. Operations. Number. 405,771 and oper. sed and oper. 470,439 139,949 54,310 (Leased & 3 502,103 327,4 v1 Trains Moved. 48.2 Railroad Operated. 786,229 77,787 168,872 4,132,35 106,552 463,880 21,875,05 801.193 2,156,84 3,672 754.521 1,893,629 105,000 970,468 789,000 1,012,046 42,300 1,000 1,568,043 Liabilities. Abstract of General Balance Sheet. 441.850 200,000 Bonds. Stocks 1,701,178 19,413 4,645,170 2,210,558 15,000 218,888 209,162 138,030 228,100 662,625 Accounts and Cash. 797,260 1,106,298 25,630 1,152,757 44,000 198,490 806,698 302,258 984,551 18,444,220 138,071 8,220 157,492 2 154.639 256,941 ****** Property and Assets. | 124 | Central Br., Union Pacific R.R., Kansas, 8,723,700 ** | 73 |
716	Central of Georgia, Georgia, 4,660,940 **	73
717	Central of New Jersey, Georgia, 4,660,040 **	74
718	Central Ohio, Georgia, Georgia, Georgia, 1,0296,847	2,974,000
719	Central Ohio, Georgia, 48,929 816,333 1,478,678 Rolling Stock. 100,000 127,370	Second Control of the Control of the Control of Contr 2,881.918
Albany and Suequehama T...New York.
Allegneny Valley.......Pennsylvania. 2 124 Central of 776 Central of 5 512 Central of 5 11,677 Central of Central 2 2 8 A 324 164 35 5,438 B 6 6 119 80 353,475 19 32 242 7 8 66 Rolling Stock. Freight. Carn. B. M. E. 6 6 6 8 8 24 8 10 117 118 1 179 193 22 16 28 82 9 : 8188888888 9 2225 83 00.00 00 00 00 00 El 88 | 88 14 8 ____ 19.8 ___ 37.9 112.0 96.0 43.0 Track an Sidings. 64.8 12.0 13.0 13.0 10.0 10.0 10.0 10.0 Railroad Branch Line. 10.9 1.3 53.7 80.0 Main Line. Years ending

AMERICAN RAILROAD JOURNAL.	13	95
10000000000000000000000000000000000000		
	888888	88
26,585,400 26,585,400 26,585,400 26,585,400 26,585,400 26,585,400 272,432 28,500 11,137,400 11,107,470 1	111111	0
1.00 1.00	8,8	10.06
Chi. Chi. Chi. Chi. Chi. Chi. Chi. Chi.	2,912	998
2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	70.)	1,50
1 1 2 2 2 2 2 2 2 2	nton.)	88,264
mupper by the part of the part	Tree Tree (hime (r.)	:
we we compared to the compared	ppros	161,18
(Ucase (U	A SA A	20
13.00	Garage G	31,9
883,569 192,366 192,366 192,366 192,366 192,366 192,366 192,366 192,366 192,366 192,366 192,366 192,366 192,366 192,366 192,366 192,366 192,366 192,366 192,366 193,36	84.0	11.7
	2,008	
28,600 28,600		
1.25 5.4 5.4 5.4 5.4 5.4 5.4 5.4 5.4 5.4 5.	96,68 90,26	75,500
2000 1.000,000 0.0	000,	900
20000000000000000000000000000000000000	2 052	226
1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	80,000 188,745 06,000	04,304
00000000000000000000000000000000000000	1:1:3	7
2 2 3 2 3 2 3 2 3 2 3 2 3 2 3 2 3 2 3	246,1	1
100 888 88 88 88 88 88 88 88 88 88 88 88	99,267	Ì
1.006,221 1.006,221	1,8	İ
0.000000000000000000000000000000000000	•	
2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2	3,746 0,000 6,000	9,361
Michael Michae	188	120
2 168 Chicago, Oinchmad and Lonisville 2 100 Chicago, Jowa and Robrasia. 100 Chicago and Michaga Lake Blore N. 2 100 Chicago and Michaga Lake Blore N. 2 240 Chicago and South Western. Jowa & Chillicothe and Brunswick. 1 3 45 65 65 65 65 65 65 65	Jersey Texas Texas Forgla	151
Chicago, Cincinnati and Louisvill Chicago, Danvilla and Vincenna Chicago, Danvilla and Vincenna Chicago and N. Webralli, Wis Chicago and N. Webralli, Wis Chicago and Sobrada and Chicago Jahaego, Nook Island and Yalefalli. Jincinnati and Indianapolis Junction Jincinnati and Indianapolis Junction Jincinnati and Indianapolis Junction Jincinnati and Marlinsville Jincinnati and Perens Jincinnati and Jinci	N. Line onio	4047
the sand of the sa	Anta Hende	
nothers was a property of the	de San	
geo, Object, Description of the control of the cont	d Jan nd Per seburg Houst Deek	
1969 Chicage, Unchmati and Louisville 1900 (Chicage, Ouavalled and Vincenness, 2460 (Chicage, Jovas and Nebraska, 2460 (Chicage, Jovas and Nebraska, 2460 (Chicage, Ouavalled, Nestern Lovas, 2461 (Chicage, and South Western Lovas, 2461 (Chicage, and South Western Lovas, 2461 (Chicage, and South Western Lovas, 2461 (Chicage, and Authaville, 2461 (Chicamati, Hamilton and Dayton, 2461 (Chicamati, Hamilton and Dayton, 2461 (Chicamati, Hamilton and Alley, 2461 (Chicamati, Hamilton, 2462 (Chicamati, Hamilton, 2463 (Chicamati, Hamilton, 2464 (Chicamati, Hamilton, 2476 (Chicamati, Hamilt	old and J rick and J Harrisbu ston, Hou	
166 133 136 Chicago, Onedinanti and Louisville 6 2 100 Chicago, Danville and Vincenness 6 2 100 Chicago, Danville and Vincenness 6 2 2 200 Chicago, and N. Western. 11, 11 6 2 2 2 2 2 2 2 2 2	Freehold and Jamesburg. Freehold and Jamesburg. Freeholds and Pennsylvania Line. Malendary & San Antonio. Text Galveston, Houston & Henderson, Text Georgia. New Yor. San Deekstrown.	
40 5000 140 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	2 02 0	
08 04 1 1 0 0 1 2 0 2 2 0 2 2 1 1 1 1 1 1 1 1	2 2008 L	
2 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	4 01-8	
1 1 2 1 1 1 2 2 1 1 1 2 2 4 1 0 0 0 0 1 4 1 2 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	8.2 8.2 0.8 8.2 0.8 8.2 0.8 8.2	
00040	111501	
1, 1870 733 1, 1870 733 1, 1870 733 1, 1870 733 1, 1870 733 1, 1870 733 1, 1870 733 1, 1870 733 1, 1870 733 1, 1870 733 1, 1870 733 1, 1870 733 1, 1871 733 1, 187	84.0 50.3 17.0 11.7 11.0 11.0	
2	1871 1871 1871 1871	
Dec. 23. 187 18. 18. 18. 18. 18. 18. 18. 18. 18. 18.	2 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	
	SAY 4MG	

64,817/16,690,610 N,649,469/1,886,026/1 2,796,689 642.0(4,118,929 86,329 468/206,646,828 7,277,646/2 779,011/10 1001128

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

In a derick (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroads are printed in "Inlies." State-aid Railroads are distinguished by a ""."

6	<i>i</i> 1		d	/.			-											=								le ser	-	22.0		e de la composition della comp	
Value	Shares	Market.	p.c	900	20.5	68	ğ	200	23									200		0.5		000		6		1001		::3			
-	-	Par.	100	1 1 1	122	000	200	100	200	100	100	111	223	100	100	100	000	100	100	100	100	111 225	100	200	288	223	100	238	525	868	100
7	D			110	0::	1967	108	188	2116	: 18	976	::58	25.50	1 3	1 :02	- 00	713	8::	101	97		113	497	8 8	180	1 00	76 7		1	138 7	17 0
ngs.		Net		888,	Tur's	9,000, loss	848.9	147,6	25.	707,498	647,8	49.9	99	1	200,002	dood	26,7	6,0	316,9	880,746		308,013	14.4	,088,7	86.4	824,464 824,464	649,776	1871.)	189,280	221 84	
Earnings.		876-E 1	8.5	88001.	Ter.	2251	2,150	100	9582	274	944	al.)	818	: : :	2000	1	277	9 : 6	3.F.	187	1	816	989	0.0		229 167		m.i n	-	350 1,	30
F	Dieta .	Gross.	fon.)	7,478,	Weil Veste	198,	340	ul.)	287 ,678,	t. 187	1,793,	Centra 140	8 8		400,		261,	, d	entra 1,087,2	3,860,787		1,219,816	60	8,457,	816, Ch	248,	1871.)	31.70	187	2,954, blished	lewel
1	8	5 H S R 25	- a	33.1 33.1	ab. de	284	89.	Pa u	:12	Se p	.000	E C	:::	3	11	8	-	A. M. ic	gan C	1	: 1 1	moe.		3,000	84	Coal &	12:	P.F.	ed in	18 18 50 18	7
0	e mu	Freight.	Tone	y Mich gar 133,250,63	Tol. W.	,558,	Pennayl 5,051.3	Ž	409	ione	,549,	chigs		ction L)		Chleago	9	4 () 4 E	3	,063,188		17	~	883,	g, Ft.	P. C.	com	np.tc	161,	174,0 815,6	niles.
ons.	Carried one mix		- 2				by Pe.	l an	8 26	e rat	.83	N N		e ted		S. C.	1:	ole ted	N.	0 4 5	on.	6 0	lon	7 569	o Po	y Le	. pe	e cor	6 12 6	5 12 5 12 E	10 r Bos
Operations	arrie	Passen- gers.	Number.	and oper.h 61,015,319	v Tol	,223,527	er. b	N N	305,21	do p	34 66	per b		or cone		ber. b		ompl	oper. b	o8,28	construct	truc	truc	90,93	er. b	ber. b	str. t	. to b	to b	56,24 30,61	er. by
Op	9		Nu	nnd 61,0	& oper	29,1	& oper.	pe :	54.	ence	18.	3 3 3		ly c	11	9	:	ily c	\$ ol	14,7	con	con	cons	159,3 con	& or 2,6	13.5	con 21,8	cons	20.6	18,9 27,3	ly op
Distant.	11.0	Trains Moved.	M.	1.146 2,272	11,000	6,322	5 644 4,772	perat	6,067	omm 6,686	0,505	assed	0,268	ecent	0,000	ased	0000	ecen ecen	ased 9,493	4,771	der	3,150	nder	9,893 ider	nsed	0,000 0,000	der 6,503	nder	6,704	0,895	peen
	1	EME: 9	- Be	7.90	35	11	7.22	5:	65,38	008	01,46	333		E E	000	100	0	HE C	- 1 5	1 80 E	555	515	5	18.21	3	1,16	D.00	NE.	24	N.50	CR
100.0	Ra	diroad erated.	×	406.	18	275	128.2	119.	100.	179.	265.	1	11.	11	216.		123.	42	1	561.6		80.0	37.6	,013.1		116.7	196.0	38	16.8	381.6	10.0
1	1	Surplus	I	1		,280	120	44,508	1	111	174,786		187,379	1 1 3	1,140				H	TT		1:1	H	TI	86,418	2	II	111	1:1	977	17
		Income.	-			631,28	820,07	44			174		187	900	500°,18										86,	N. Jer.)				350,337	90
Ti		1 28		1::8	3:1	13,640	93,998	188	::	617	746		16,531	1 9	2002	8	982		11	777			11	179	2,000	-			1:	170	520
	lities,	Accounts.	•	1	200,000	2,273,640	93,	136,188		1,756,517	631,746		16,	1	45.005	2003	1,061,984			1,790,				5,086,176	6,	40,000 Cent. of				1,245,770	161,628
Sheet	Liabilities	D	000	000,	000	000,	9,9,9	000,	900	388	000	900	88	118	388	88	800	988	2000	\$50	E E	279.335	500,000	000	888	000	888	9,8	000	1000	200
		Bonds,	3,000	7,962	1,808 675 1,100	9,325	2,056	20,000	6,80	6,500	2,670	3,150	18,8		4,000	200	2,083	2004	6,776	6,299	25,000pm	2 279	1,500	22,383,	380,4.000.4	300 eased 5 588	900	285	1,500	8,478	67,
Balance		Stock	626	000	888	921	980	000	2000	900	000	988	900	000	200	300	99	000	88	500	04	:00	900	888	800	100 100W	900	90:00	000	183	1000
		Stocks.	1,590,	492, 14,867, 19,237,	1,510 750,	9,238	1,182 4,796 2,037,	20,000	25,296,	5,000,00 7,685,49	800	1,200,	120	200	6,000,	1,500	3 027,	306	250	8,872,		335	3,000,	1,938	280,	375, Co.&n	900,	6,000,	000,	2,472 8,680 3,000	2,061,
renei		Accounts	T	1:::	П	999	10 .		1		. 199		992	113	80,718	3	Ī	1:	П	::	II	1:1	TI	1793	1 98					-	- 00 m
Abstract of General		nd Cash.				179,865	282,501	131,451			275,661		29,992	1	80,718	1000								2,126,179	386,535	nd Nav.				50.718 2,579,694	1,86
tract		Alexander			III	197	380	284,082		III	,867		12,800	113	22,500	8			T	067			000	349	100			858			804
Abs	Assets	Assets.				2,920,197	1,725,380	284			890,867		262	18	761 840	101				4,026,05			370,000	6,064,	1,425,000	gh Coal a		915.658		154.941	1,846,904
	and A	Rolling	-		11		-				:		18,000		300	1			1			1 . 1	910		1 1		391	::			266
		Stock.		***		2,800,392	800,000		• •	* *	*		18,	* *	* * *		*	*		*		625,000	81.	9,128,931	421,124	by L	974,391		••	***	30,
	Property	Railman	0,625	000000000000000000000000000000000000000	26,000	39,500	7,113 1,866	00,000	738,811	500,000	410,000	000,000	0,000	00000	773,000	88	945	0,000	000	,629		000	200	967,820 9	9,944	715,100 Owned 1	.663	983	004	2000	883
	24	Railroad.	4,690	1,99.	1,428	8,039	3,667,4	2,106	3,19	11,500,000	3,410	2,600	250	330	8,148	2,000	6,187	706	8,552	16,962		3,825	1.342	4,967	8,316	716 (Ow)	6,000,66	1.486	3,000	3,950	884
		-	ana.	gan. ada.	iole.	ork.	R.I.	inn.	enn.	III da	ana.	gan.	plo.	ork.	ida.	ols	Ind.	are.	ich.	Col. 3	Wa.	see	nd.	KK I	nia.	nia.	uri.	888.	rkg	MAY.	III.
			India	Can	Tillin Liseo	disso w Y	sylva necti n &	ection.	L P	nd. &	India	Indis Sichis	ylva	A A	Flor	II.	36.	elaw	B M	Kan	Io	Pe		Ind.	Kan	Pe	(isgo	rkan rkan	v Y	ton.	d.&
				1	N Lu	Ne.	Con	Con	Mt.	n. In	081	M	enne	Nev	bile.		Obic	O. D.	Bluff	ansa	sota.	Te	gton Oblo	P.O.	enns	enne	B .	A.O.A.	India.	King	L.II
		80			isso		Pr. I	7	Lop	seter.	hica ils	nnes.	F		Mo	9000		A B	aver c Co.	Fe. K	inne n f	burg	omin	A.V.	& G.	10	Xen	N	W.	d L	M. B.
		Companies	Indiana	Valley	P. S.	reph	Tave Fish	Cont	pad	No.	Lou	and Lawrence.			a and	Toda	Ind	Wate	th H	nta l	& M	noky oom	Blo	Line	nce	anna	outs.	Smt uff &	8.8	ti an ville	any se
		Com	and Is	alley	Saple	L. Jon	ew F	akoto	Br	on &	d St.	d Vi		land.	acol	go.	and	reak	Sou	1 Sar	hay	Kent d Blo	Sie &	fich.	awre	kawa	Si	Ft.	rdsv	anna Anh	Alb
-			ids a	nk T	nd Du	nd S	nd N	d a	frad	oing is, C	18 BD	AWE AND		Con	Pene	Chice	Jinc.	All All	and v,8t.	y and	wa	and la	Munc	io Si	h,T	Sus	and E	Pin,	awfo	Cinc nd N	New
		13:32	Rapids	Wes	bal a	bal a	burg rd a	gs as tonic	Cem	Sloon apol	apol	apoli		and	nv.	pund	On Co	on ar	aroo	Pa	k, Io	Vann tte	tte, l	hore	nce .	and	ton	Sock So k	Sland	lle,	and
-			Grand	Grand River Valley Grand Trunk 1 Great Western 7	anni	arlen	 Harrisburg and Lancaster. Pennsylv Harrford and New Haven Connec' Harrford, Prov. and Fishkill. Conn. 	ouss.	Huntingdon and Broad Top Mt.	Indiana and Illinois Central Ind., Bloomington & WesternI. Indianapolis, Cin. and Lafayette.	Indianapolis, Peru and Chicago Indianapolis and St. Louis	indianapolis and Vinc onia and Lawrence	ronionPenns	Ithaca and Athens. Ithaca and Cortland	icked Red	liet	unction (Cinc. and Ind.)Ohio	nncti	alam	Kansas City and Santa FeKansas &	Keokuk, Iowa City & Minnesota Knoxvilie and Charleston 1Ten	Knoxville and Kentucky V Lackswanna and Bloomsburg Latavette. Bloomington & Mi	afaye	Lake Shore & Mich. SN.Y., P., O	awrence Penns Penn	ehigh and LackawannaPenna ehigh and SusquehannaPenna ehigh Valley	tile I	O Little Rock and Ft. SmithArka Little Ro k, Pine Bluf & N. O. Arka Little Schuvlkill	ogane ong L	To Louisville, Cincinnatiand Lexington 77 Louisville and Nashville.	ouisy
岁		Freight.	6	3,773 1,846 6	四田四日	1,247 H	584 H	285 H		500 1000 1111	280 In 1,018 In	111	107	10 16	102 Jackson, Lansing and Sagirawm. 136 Jacksonv., Pensacola and Mobile.	1	244 Ju	:	264 K	1924 K	IS K		35 16			188	79. 79.	255 1: 2	244	212	200
Rolling Stock.	Cara.	B. M. E.	1	42 1,8	1	7 1,2	138	1000	4	120,	16 1,0		-	117	144		20	:	10	150	111	4 1,801	1	4 850	0 0	10 5,800	20 7	- :	100	20 1,177 8 872	F
lling	0	Pass,		120	11	42	88	122	108		38	111	CI	64 5	108		12		183	:01 %	11	21 15	1	178	12	161	88:	4 :	2003	1581	1
R	_	Engines.	1	326	11	54	25.23	2 2 2 2	187	25.00	22		03 64		275	11	16	:	- 2	176	100	18.4	10	200		158	4	2:1	00 St	329	104
_	P	rogress,	M. 150.0	344.3 37.5 106.0	111	11	111	245.0	115		11		118	3.	90.0	11	11	1		68.0		85.0	115.0 138.0	148.8		21.0	55.2	92.0	67 0		102.0
.pn	2d	Track and Sidings,	10.1 10.1				16.9	10.1	12.5	14.0	13.2	200	200	1.1	8.9	10.1	9.6	0.00	13.2	20.3	11	27.5	3.0	269.8	11.0	78.5	63.6	. 66	15.8	38.0	
Railroad.	Bı	ranch Line.	K	516.0	6.0	08.0	13.6	1 9	14.8	111	11		11	11	26.0	1	25.0	111	61.0	34.0	II	111	11	100		61.7	76.5	118		196.6	II
Ra	100	Main Line.	M.	280.05	10.0	-	86.0	74.0		202.6	72.0	183.7	11.0	22.0	190.0		98.6	8.0		638.6	16.0	80.0		41		105.0	1	18.00		200	10.0
-		3, 584	1870		871	870 2		870 7	870	370	370	371	170	120	37118	370	200	175	370 20	871 870 830 870	702	222	70 8	300	870 10 870 10	070 10107	70 11	555	557	870 870 870 870	870
		Young	31,	38,3	80,1	81,1	2,08	81, 18 81, 18	31,18	183	33, 13	30, 18	3,18	33, 18	30, 18	31,15	30,11	31, 18 30, 18	81, 18 81, 18	### ###	8.5	### ###	81, 18 90, 18	30,18	12,13	31, 18 31, 18 30, 18	81, 18 10, 18	20,18 30,18	83,18 80,18	38,11	81, 18
1	1		Ang.	Nov.	May Lub.	Aug.	Nov.	Dec	Dec.	lan.	500	Apl.	Mar.	Dec.	Apl.	Dec.	E C	Mar.		May Dec.	Per la	Dec.	Pec. S	Sept.	Dec.	Dec. 3	Dec. 3	Nov.	Dec.		Bept.
T. P. C.	100	and the same of			200	1.000					11.31			10.00				4.9	-	-1-1		144		-		-146	4.00	-	- 1 mm . 9		-

	AMERICAN	RAILROAD	JOURNAL.	1397
	100			8 F 9 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1
	100000000000000000000000000000000000000	222222222222		666886666888666888666
944 944 944 944 946 946 966 966 966 966	5,007 6 5,007 7 7 7 7 11,928	25. 15. 15. 15. 15. 15. 15. 15. 15. 15. 1		8 22 25 25 25 25 25 25 2
18,000 261,273 107,873 102,025 102,025 28,730 28,730 28,730 28,730 28,830 14,500 17,6 ° °,0	2 1 1 2	769,758 14,365 13,915 13,915 957,521 88,472 698,827 164,848 1068,	120,290 118,636 65,404 8,295,240	2,706.077 997,389 2,313,869 1,058.4 3,813,869 1,058.4 3,816.089 1,424.7 3,41,761 286,189 2,81,662 1,216,09 2,81,662 1,216,09 2,81,662 1,216,09 614,200 191,642.1 3,128,688 444,712 8,148,131 1,097,414 2,713,702 1,422,831 1,276,888 444,712 8,446,835 86,639
25,426 662,626 662,626 196,610 1,427,441 1,417,441 1,417,441 1,617,441 1,617,441 1,617,441 1,617,441 1,617,441 1,617,441 1,617,441 1,617,617 1,617	16.239 7,421,051 ading.) 106,894 1,268,981 1,199,226 197,407	2,016,28 42,298 66,211 2,868,453 411,960 1,878,506 463,352 416,690 616,662 av Co.)	Chicago.) ork.) 372,871 Amboy.) 295,823 375,766 1,664,000	(170 0777 (170 0777 (180 07777 (180 0777 (180 0777 (180 0777 (180 07777 (180 07777 (180 07777) (180 07777 (180 07777) (180 07777
2 4 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	2,7,2,0 1,29 1,19 1,19	2015,2 42,86 66,2 411,9 418,86 416,9 416,9 N. Jer.) N. Jer.)	22,868,320	627 2, 70 0 077 2, 313, 608- 2, 313, 608- 4, H. Rir'r.) 321, 608- 2, 615, 800- 112, 136, 620- 121, 136, 620- 121, 136, 630- 131, 131, 131- 68, 188, 137- 68, 188, 188- 68, 188- 68
23.75 27.75 27.75	de oper by Peningul, de oper by Peningul, de oper by Phila, de Re- 42,918,671 i81,438,572 de oper by Phila, de Re- construction, construction, construction, construction, construction, construction, construction,	4. Weth.) 2868 455 66,211 66,2	X. E. Dy P bg Fr. W. & Chicago). N. Havin & New Y ork.) noustruct lon.) noustruct lon.) 1.694,000 noustruct lon.) 1.694,000 noustruct lon.) 1.694,000 noustruct lon.) 1.694,000 noustruct lon.)	19,602,827 2,835,228 . Cen. & 11,521,712 11,357,261 11,357,261 11,357,261 11,357,261 11,357,261 11,357,261 11,357,261 11,357,261 11,357,261 11,457,641 11,457,641 11,457,641 11,467,641 11,
teo refea.) by Phila.e. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10.		& Watr & Watr & 191, & C.) 10 & C.) 10 Contral Aug.187	bg Fr. (100.) (100.) (100.) (100.) (100.) (100.) (100.) (100.) (100.) (100.)	1 18,602,8 1 1,285,37 1 2,885,37 15,537,27 16,537,27 16,312,77 16,312,77 16,312,77 16,312,77 16,410,67 17,461,67 17,
	de oper by de oper by 42,918,671 de oper by construct	- TI	5.00 to 0.000	1 24,622,866 1 24,622,866 1 2,606,117 2 0per. by N. 2 1,334,821 6,455,927 6,008,927 6,008,908 6,008
construction of the constr		ed by E. 625,9 Y. Del. L. 7,499,8 Oper. by & oper. by & compl. i	Zyous, 422, oper. by P. N. Hav'n construct s21, 856, 868, 868, 868, 868, 868, 868, 868	26,682,866 38,100 3,666,117 oper. by N. 27,334,821 6,455,927 6, 0per. by construct 6,455,927 6,000,000 0per. by V. 35,468,808 35,468,806 3,706,860 3,706,860
2865 2865 2866 2866 387 387 387 387 387 387 387 387 387 387	Sedeer der des des	8 5 E : 8 2 2 6 8 8 8 8 8 E	(Leas.4) (Oper.b) (Oper.b) (Oper.in (Under (Under (Under (Under (Under	7,341 0,800 0,800 0,800 0,404 0,404 1,530 1,771
25. (Con 13.) 26. (Con 13.) 27. (Con 13.)	860 1 2 4 2 2 2 2 2 2 2 2	850 15 15 15 15 15 15 15		887,341 10,800 117,800 118,800 120,400 120,
HAHA W H W	<u> </u>			132.9 146.0 146.0 146.0 102.0 172.0
90,175 91,699 eiver.) 894,521	285,091	6,137,181 18,291 144,463 608,806	Olokert Control	21,855 47,791 768,241 4,813 266,513 266,513 266,513 261,239 418,209
	24	30 2 2 3 5 1 2 3 5 1 5 1 5 1 5 1 5 1 5 1 5 1 5 1 5 1 5		4.89 21.5 47.7 4.89 4.89 4.89 4.89 4.89 4.89
86,172 12,367 140,349 140,349 13,20,182 13,20,182 1468,856 1468,856 160,810 263 10,151 10,151 16,151	17,664	10,088,643 760,538 61,580 177,000 328,521 170,500 328,521 12,056 12,056 12,056 12,056 12,056 12,056 12,056 12,056 12,056 12,056 12,056 12,056 120,500 120,	2,000 35,000 186,206 654,259 72,500 1,000,000	845,500 28,400 28,400 18,404 222,030 39,569 114,888 101,464 488,100 107,600 574,313
777,000 186,000 186,000 186,000 186,000 186,000 186,000 187,000	000 12 00 00 00 00 00 00	000 000 000 000 000 000 000 000 000 00		
8 2536,000 1 200,000 1 200,000	118,500 17,205,573 320,000 20,000p.m 4,657,980 17,000p.m 20,000p.m 4,657,000 6,400,000 6,400,000 610,000	10,088,643 177,000 ho b ugh 12,184,000 1,964,000 8,376,167 120,500 600,000	880 1,400, 850, 850, 850, 850, 850, 850, 850, 8	6,072,840 1,14,600 8,844,800 8,845,000 8,845,000 1,245,845 1,245,845 1,245,845 1,245,845 1,245,845 1,245,845 1,245,845 1,245,845 1,245,000 1,000,000 1,000,000 1,000,000 1,000,000
2000 2000	24 5 5 8 4 9 4 5 5 5 6 5 6 5 6 5 6 5 6 5 6 5 6 5 6 5	888 315 850 850 950 950 950 950 950 950 950 950 950 9		7000 7000
884.4.6.0000 8.0000 41 90000 941 90000 941 90000 941 941 941 941 941 941 941 941 941 941	20,847 3,856 3,856 20,000 1,200 1,278	1,964 1,966 1,966 1,966 1,966 1,000 1,000	82.000 8	221.75000.1000.1000.1000.1000.1000.1000.10
2522,040 [2,83] 251,448 [3,648] 246,569 [3,64] 246,569 [3,64] 246,71,044 [5,36] 246,	1,076,269		0,161	1,156,406 111,567 860,738 42,516 14,787,145 288,524 288,524 288,524 141,013
2 : 2 : 2 : 2 : 2 : 3 : 3 : 3 : 3 : 3 :		0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	286,578 140,264 967,000 22,116 220,161	285,282 1,159,406 667,946 660,650 111,567 600,000 42,516 11,80,775 11,80,775 11,80,775 11,80,775 11,80,775 11,80,775 11,428,319 11,428,319 11,428,319 11,428,319 11,428,319 11,428,319 11,428,319 11,428,319 11,428,319 11,428,319 11,428,319
124,858 106,897 1,972,027 72,123 13,000 1,095,040 7,000,040 3,798,974 1,e97	1,514,750	295,492 23,600 les Morgan 57,882 2,460,797 1,573,144 99,955	296,578 140,264 967,000 22,116	1,625,242 560,650 560,000 320,200 24,990 1,180,775 1,180,775 850,000 925,242 850,794 1,511,282
12 1 1 1 9 2 110	2111 1 2 11	4 .	1111	
**************************************	* * * * * *	by Char	483,116	1,000,017 900,000 568,306 8,016,449 8,016,449 1,079,316 8,016,449 1,079,316 1,07
616 616 616 616 616 616 616 616 616 616	000 000 000 000 000 000 000 000 000 00	865 986 986 986 156 156 156 178 624 962 962 962 962 962 962 962 962 962 962	111	480 6088 6088 6000 6
2 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	2,250 33,33,33,33,33,33,33,33,33,33,33,33,33,	20,988 1,198 1,198 1,109 1,004 1,004 1,004 1,004	500,000 730,249 58,600,000 1,486,223 10,740,000	2,144 2,146 3,146 1,000
orgia orgia Penria Mase, Mase, Mase, Obio, Obio, Obio, Mase,		244424444444	A A A A A A A A A A A A A A A A A A A	oork. N.X.Y. N.Y.Y. J. Has J. Las J. Las J. Y. V. Y. V. V. V. V. V. V. V.
Mycama analysis Mycama analysis Mycama analysis Manalysis	Nebra N. Je Visco Visco No. & T Fenne Mo. & If. Ka	Alab Alab Louis N. & J. Senne	ttic. C n. & Je w Je w Je f.L. & N	A Constant of the constant of
M. M	aven Kern. Miss Gul	Tenn Tenn Tenn Tenn Pen Pen	Non No	orth orth orth orth orth orth orth orth
kkin. N We sence ence of the first of the ford kin. N We sence of the first of the first of the ford d W d W	unty fill. an al dil H dil H dil H dil H	Mis. Tex. Oogs. f.	Vall Vall William Par C	i. York Central and Hudgon; i. Y., Housatonic & North.N. i. Y., Housatonic & North.N. i. W. York and New Haven.N. i. Y., Providence and Boston. i. Y., Providence and Boston. iigara Bridge and Canandaiguiles and New Lisbon. iorth Bastern I. iorth Caronna I. iorth Calenta II. iorth Missourt I. iorth Realern I. iorth Remsylvania Per orth Remsylvania Per orthern Gentral II. iorthern New Hempshire N. iorthern New Hempshire N. iorthern New Hempshire N. iorthern New Hempshire N. iorthern and Worcester I. Coul orthern and Morcester I. Colon orwich and Mississippi Oblo, Il Greek and Allecheny River. Il Colony and Newport Mass d Oolony and Newport Mass ange. Alex. and Manassas Ga
which and a support of the support o	Cook Br. Parth will be lead of the lead of	Ala, Erie Eufa na & Ina	Tau Bayer Oorth Oorth Lin Ehern Ston Ston	wege wege and I Carlen I Carle
True of the control o	d Mentral School	nisia nisia nisia Nor Nor New	and Beard Nor	d He
nd Land and and and and and and and and and	Pacific and Control of	d E Co	ford en a en	k and used to the control of the con
oon a con a	nnd Janes one Sone Sone Sone Sone Sone Sone Sone	gom gom gom gom s an s an ville ville ville ville ville ville	Bed Hav Hav Hav Jers Jers Jers Jers Mo Work	York York York York And Sand Sand Sand Sand Sand Sand Sand Sa
Mac Man Man Man Man Man Man Man Man Man Man		footi font font forg forg org org ass ass esq eve	ew e	i. York (ew
MMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMMM	288117: 8181118	1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	21188:28182:118	OOOOOOOXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX
01 1 02 11 4 08 1 1 1 1 1 1 1 1 1	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	0 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	w 0 0 0 0 1 1 0 0 0 0 1 1 0 0 0 0 1 1 0	25.00.00.00.00.00.00.00.00.00.00.00.00.00
10010				
12 13 13 14 15 15 15 15 15 15 15		20 44 41 42 52 44 10 52 44 10 52 53 53 53 53 53 53 53	81 18 19 19 19 19 19 19 19 19 19 19 19 19 19	25 25 25 25 25 25 25 25
11110				4
00000		88.00-14.88.4-49.8 86.00-17.00.4-49.8-10.00-10.4-10.4-10.4-10.4-10.4-10.4-10.		771.6 44.5 67.0
18111121112111111111	1111393111:111	211221221221	3111213111111	981 81111 9797 10009800
000000	28.0 28.0 38.8 38.8 38.8 38.8 38.8 38.8 38.8 48.0 60.0 60.0	23 1 25 25 25 25 25 25 25	1 000 150	Sept. 30, 1870 (411, 7296.0 Sept. 30, 1870 (421, 7296.0 Sept. 30, 1870 (422, 420) Sept. 30, 1870 (422, 420) Sept. 30, 1870 (422, 420) Sept. 30, 1870 (422, 422, 422, 422) Sept. 30, 1870 (422, 422, 422) Sept. 30, 1870 (422, 422, 422, 422) Sept. 30, 1870 (422, 422, 422, 422) Sept. 30, 1870 (422, 422, 422, 422) Sept. 30, 1870 (422, 422, 422, 422, 422, 422, 422, 422
870 717 100 185. 101 185	31 1870 680 231 1870 838 231 1870 8420 231 1870 8420 231 1870 8420	25 4 8 8 4 1 2 2 5 6 9 8 8 8 4 1 8 2 5 6 9 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	84228888 0.00	138 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6
28. 187 29. 187 20.	181 181 181 181 181 181 181 181 181 181	781 781 781 781 781 781 781 781 781	781 781 781 781 781 781 781 781 781 781	781, 1870 1870 1870 1870 1870 1870 1870 1870
Bores & Bores	8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8	50 5 5 5 5 6 5 6 5 6 5 6 5 6 5 6 5 6 5 6	මෙනිසිනිසින් සිට් ස්ක්රීම්ණි මෙනිසිනිසින් සිට් ස්ක්රීම්ණි	88888668866488466886888866888
SEZ DE E E E E E E E E E E E E E E E E E			SEA SEA AGE ASE	Aug Bept Bert Bert Bert Bert Bert Bert Bert Ber

99,056 I. Loused & open by Boston & Lowell.)

17 100 ...

16,188 200,000 67,700

11,629

otta. 332,883 30,255

O Lowell and Lawrence.....Ma

- 24- 2 8

F

Hept. 30, 1870| 12.4|----

54.0 (202,476 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 | 500,000 |

11,266,150 97,000 118,988

Oct. 31. 1870| 54.0| - | 7.0| - | 7| 3| - | 76|Schuylkill and Susq

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

*** access (*) occurring in the column headed "Rolling Stock" signifies that the cost themself is included, in that headed "Railroad," A dash (—) across the column signifies "nil," and running dots (…...) signify "not ascertained."

Land Grant Railroad's are printed in " Itahes." State-aid Railroads are distinguished by a "s," and running dots (…...) signify "not ascertained."

Value Shares 99 98 287.128 287.128 665.786 185.84 7,865.674 8,1266 28,943 10.126 10. N 28,803 5 6,329 --- 1 115,296,580 19,005,175 1,324,943 475,270 10 10,016,552 19,605,470 1,199,969 297,409 Dividends 10 0 Construction—80 m.in operal in 1, 711. 1, 1872,236 885,803 480,173 130,245 l. Div. fro m coal trade.) 949,686 311,914 Ohic., R. I. & Pac.) 17,531,707 6,271,222 88,144 31,750 7. 16.48.49 22.37.35.04 58.1139 68.69.09 68.4139 68.09.09 69.04.797.632 604.990 58.8139 68.13 Earnings. 477,465 0 mos. 661,711. Burl. &Quinc.) neselaer & Saratog.) Gross struction.) 5,941,575 2,113,181 202,162 8,003,844 7,724,807 cas. & oper.by West Jer.) & oper. by Eastern.) (Traffic chiefly coal. Div. fro oper.byBos.&Alb'y.) Carried one mile. Freight. (Leas. & & oper. by Ch., I 164,049 1,153,379 5.924 Operations. per.byRe E & oper. by 33.4 (Oper.b) 101.7 995,234 200.5 522,044 500.6 5,381,430 (Leas.&) 45,657 (Under Trains Moved. 15.6 48.8 48.2 181.0 180.5 22.0 22.0 22.0 27.5 15,532 82,596 434,578 117,698 9,657,700 4,184,177 1,851,024 190,081 090 4,961,734 1,524,39, 367,836 ****** 1,287 530,471 176,302 16,500 135,000 4.000 36,542 9,219,389 1,657,413 Accounts Liabilities. 13,663,000 5,734,136 70,000 Abstract of General Balance Sheet. Bonds. 450,000 Stocks. | 17 2,144 Philadelphia and Earle T. Penneylvania, 1,09566 | 17,144 Philadelphia and Earle T. Penneylvania, 1,007,865 | 82,007 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 | 1,007,865 870,669 8,516 747,469 399,953 299,173 109,670 27,356,661 8,568,549 Cost of road com pleted.) 6,25,479 420,357 28,700 2,062,544 23,351 Property and Assets. ,714 3,394,334 ,500 110,000 1,443,444 177,744 Rolling Stock. "adu ah and Gulf Kenrucky. 12,083,71.

"adu ah and Gulf Kenrucky. 12,083,71.

"adereson and Hudeon New Granda 650,000

aterson and Newark. New Jersey. 650,000

aterson and Ramapo. New Jersey. 1,000,000

aterson and Ramapo. New Jersey. 1,000,000

anterson and Ramapo. New Jersey. 1,000,000

amberton and Hightstown. N. Jersey. 5,600,000

amberton and Rightstown. N. Jersey. 5,600,000

ambertywnia Cosi. Pennsylvania 83,806,907

amsylvania and Nork. NY of Pennsylvania 1,600,000

oria and Book faland. Illinois 1,600,000

oria and Rock Island. Virginia 1,600,000

liadeliphia and Islat. Cont. Penn. & Md. 1,699,000

liadeliphia and Brief I... Pennsylvania 21,601,166

liadeliphia and Krief I... Pennsylvania 21,601,166 Rochester and Genesee vary Georgia 235,235 Rome, Watertown and Oydensburg, N. Y. 4,000,000 Rondout and Oswego... New York. 1,106,473 Rondout and Oswego... Vermont. 8,000,000 ois. 10,700,000 Railroad. boro and Russellville..-Kentucky. Richmond and York River T... Virginia. Roanoke Valley......Va. & N. Carolina. Rochester and Genesce Valley...N. York. 120 34 17 2,144 Pr 121 154 145 17 2,144 Pr 150 17 2,144 Pr 3 117 13 270 1 27 7 167 F 17 1,524 1 4 168 Rolling Stock. Cars. 10 10 108.0 13 4 2188834 26.0 45.0 90.0 80.0 25.4 10.0 1.0 31.9 Railroad. 84.0 16.0 0.97 1870 1.0 187 0 12.2 187 0 12.2 18 70 158.9

	COURNAL.	1899
	<u> </u>	F :54 7 255843
4	000000000000000000000000000000000000000	3835555553333
189,590 101,677 101,677 101,677 10,000 101,000 111,629 102,669 102,667 104,002	2,976 9,112 1,101,685 1,880,314 1,000,000 84,183 1,820	276,842 4 8 8 8 8 8 8 180,187 181,042 181,042 181,042 61,602 61,602 61,602
207,204 A. 170,223 A. 170,224 A. 170,	8,566 8,666 8,666 8,666 1,928 1,203 1,203 1,203 1,668	414,202 2 888,353 6 67,252 1 34,304 1 34,304 1 391,550 1 391,550 1 385,162 6 69,663 6
(100 mm.)	0 4 44	
		Lehigh R nnsylvan Read. Co.
Constructs Con	& oper. by 290,410 200,410 200,410 200,410 200,410 200,410 200,180 200,180 200,180 200,180 200,180 200,180 200,180 200,180	& oper. by 1870 by Pe o Phila.& by Pennsy
(Under (Lease 4 429.18; 173.49) 1.173.49 1.173.49 1.173.49 1.173.49 1.173.49 1.173.49 1.173.49 1.173.80 1.173.80 1.174.820	(Leased (Recon) 15,794 16,794 16,794 16,794 16,820 88,396 67,610 67,611 67,6	Leased 18
8040 8040 8040 8040 8040 8040 8040 8040	18.6 10.2 10.2 10.2 10.2 10.2 10.0 10.0 11.0 11	12.6 (108.0) (
863,00% 71,162 684 46,843 1,096,623 868,744 868,744	45,746	82,206
118,088 0 35,000 0 24,807 125,000 13,000 40,000 40,006 404,066 404,066	20,000 7,427 103,000 7,427 138,021 3,801	1,826 659,446 659,446 197,816 284,873 284,873 284,873 284,873
97,000 98,000 179,889 179,889 179,889 179,889 179,900 179,000 179,000 179,000 179,000 179,000 178,0		2,039,150 800,000 6,000,000 11,021,865 12,22,000 17,678,387 2,832,000 2,832,837 2,832,000 1,632,867 2,832,867 2,832,867 2,832,867 2,832,867 2,832,867 3,832,
1.299,150 1.201,160 1.100,000 1.100,000 1.201,000 1.100,000	2000 0000	2888 2886 2000 2000 2000 2000 2000 2000
1,06,220 1,1 1,1 1,642 1,1 1,042 1,1 1,042 1,1 1,2 1,2 1,2 1,2 1,2 1,2 1,	1,000,000,000,000,000,000,000,000,000,0	967 2,031 16,000 16,000 16,000 17.0 2,2 0,00 17.0 2,2 0,00 17.0 2,2 0,00 17.0 2,2 0,00 17.0 2,2 0,00 17.0 2,00 17.0
		110,570
11,28,	216,087 2,164,638 1.838 074 Manch.) 85,164	258,679
38,426 38,426 38,426	119.908 178,683 * * * * * * * * * * * * * * * * * * *	335,716
1,288,588 1,1811,888 1,169,000 1,669,400 1,669	1,221,880 (89,466 (89,466 (89,466 (80,000,000 (900,000 (800,000 (800,000 (800,000 (800,000 (800,000 (800,000 (800,000 (800,000 (800,000 (800,000 (800,000 (800,000 (800,000 (800,000 (800,000)	,662,316 ,433,350 ,433,350 ,735,389 ,735,383 ,735,383 ,735,383 ,735,000 ,73
Hader Territory & State of the	recort.	Mdd. 200 10 10 10 10 10 10 10 10 10 10 10 10 1
70 Schuylkill and Susquehanna Nario Schuylkill and Susquehanna Alaba Schina and Marion & Manhis Alaba Schina and Marion & Manhis 100 Schum and Marion & Marion	Vermont Valley Verm	Chesapeake & Delaware Canal. Del. & Chesapeake & Delaware Canal. Md. & Chesapeake and Obio Canal. Md. & Chesapeake and Obio Canal. Md. & Chesapeake and Raritan Canal. Penn. & No. Beliaware and Raritan Canal. Pennsylvan Eric Canal. Monorabala Navigation. Pennsylvan Monorabala Navigation. New Jers Pennsylvania Canal. Pennsylva
70 Schuylkili and Suaquehanna 70 Schuylkili and Gaanoke, Va. & N. C. 2 106 Seaboard and Reanoke, Va. & N. C. 2 106 Seaboard and Reanoke, M. A. A. 2 100 Selma and Marchin Alla. & Salmonkin Valley and Pottaville. 274 Selma, Rome and Dathem Alla. & Contant Rome and Allegheny Contant Rome 274 Selma, Rome and Allegheny Contant Rome 274 Selma, Rome 275	North Phila. North Period North	CAN ALS, &C., Chesepeake & Delaware Canal Lie., Chesepeake and Ohio Canal Md. Delaware Driving Chengeake and Ohio Canal Pennsy Delaware & Hudson Canal. Pennsy Delaware and Karitan Canal. New Eric Ganal Pannsy Morris Canal Pannsy Morris Canal Pennsy Schuyikill Navigation Pennsy West Branch and Susquehanna
oke. Na dispersion of the control of	Massa Massa Massa River River River River River River River River River River River River River River River River River River	Canal Canal Canal Canal Canal Canal Canal Canal Canal Cana
House the control of	i Ohi nd Ph lianti md n. Carol l'Ivani deon l'Ivani l'Tar- nd A Wel- Wel- Poto Pete	NAL NAL NAL NAL NAL NAL NAL NAL NAL NAL
illi and	Valley. Alley. Alley	CA e & U Division of Hu nd Ru nd
man and man and man and man and man and and and and and and and and and a	and distributed by the property of the propert	peak peak peak peak pare 1 pare 1 par
1 September 2 Sept	Vern Vinel Wallh Wash Wash West West West West West West West West	Chesa Chesa Chesa Chesa Chesa Chesa Chesa Chesa Chesa Cherig Cherig Cherig Cherig Cheris Cheronal Cher
0 0 0 0 0 0 0 0 0 0	1 500 01 00 1101 00 20	111111111111111111111111111111111111111
40 4 5 40 7 4 0 0 0 1 5 4 0 1 1 0 1 0 0 0 0 0 0 0 1 0 0 0 0 0 0		
	40 428200 4 1 125 3 5	
20	83.1 0.0 66.5 0.0 66.5 0.0 66.5 0.0 6.5 0.0	!!!!!!!!!!!
	8	1000
28 28 28 28 28 28 28 28 28 28 28 28 28 2		
2	28.777 28.577 10.277 10.277 10.28.0 10.29 10.29 10.29 10.29 10.29 10.29 10.29 10.29 10.20 10.	12.5 12.5 13.5
Oct. 31, 1870 Apr. 30, 1877 Apr. 30, 1877 Apr. 30, 1873 Apr. 30, 1873 Dec. 31, 1870	2. 1. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2.	31, 1871 30, 1870 31, 1870 31, 1870 31, 1870 31, 1870 31, 1870 31, 1870 31, 1870 31, 1870
Oct. 31, 1870 Apr. 30, 1871 Apr. 30, 1871 Dec. 31, 1870 Beyt, 30, 1870 Dec. 31, 1870 Beyt, 30, 1870 Dec. 31, 1870	May Way Bert And	May 31, Sept. 30, Dec. 31, Dec. 31, Dec. 33, Dec. 34, Dec. 34, Dec

(Marked with an asterick (*) are guar thus (†) have equal dividends wit	ranteed by	v leane	es and	WHOLESALE PRICE CURRENT. IRON-DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boller and Plate, 1½ cents for lb.; Railroad, 70 Actual Sale Price Current.
thus (†) have equal dividends wit	h lessees	stoci	k.)	Pig 47 Band, Hoop and Scroll, 14 to 11 cents per 10.
1 5 1/ Eller 2 22 1 10	216	Div	de	Pig, 87 per ton; Polished Short, 1 to 14 cents per lb.; Canton Co
COMPANIBS.	Amount	01	rice.	rig, American, No. 1
· 中国共享的企品。	out- standing.	Rate.	Pri	Pig, American, No. 2 36 637 Ohicago & Alton 111 112 113 103 103 Pig, American, Forge 34 635 Ohicago & Alton 117 111 112 111
RAILROAD STOCKS:	112 0	-		
Atlantic & Gt. West'n (O. D.,) pref. Atlantic and St. Lawrence* guar	1,919,000 2,494,000			Bar, Swedes, assorted sizes
Berkshire. guaranteed	3,000,000	6 6		Bar Connect
Boston Corning, guar		5 5		De Collection of 61 61 61 61 61 61 61 61 61 61 61 61 61
Sunaio, N. York and Eric Tomar	950,000	6 6 7	751	Ovais and Half-round
Jamuen and Atlantic prof	753,695	7	148	Consol
Jatawissa, pref. and guar	589,110	7 7	894	100p
and guaranteed		7 7	8	Nail Rod
nemnng." gnar		7 7 8 6	31 I	Radis, English
neshire, proferred	,017,816	7 8		
hicago and Northwestern prof		. 10	1141 8	TEEL-Draw : Down : Down : Controllery 8 @
leveland and Manoning, guar 2,	056,000 7			
Enecho, preferred	250,000 177,750 8	· 34		
Inneguciat and Passimmaio Rivore	-	1	· · · E	nglish Spring (2d and 1st quality) per lb. — 15 @ — 18 Del. Lack. & Western, 1088 1001 1001
unberland valley, 1st pref	822,100 6 241,900 8		90 E	Cent. ad va. (Store prices.) Pet 10, and 10 per Richard Pet 10, and 10 per Richard Pet 10, and 10 per Richard Pet 10, and 10 per Pet 10, and 10 per 10, a
	242,000 8 594,261 6		1144 E	merican (2d and 1st quality) 1016 13 Brio Polity
trott de Milwankee * preferred and		0	A	merican Blister "Black Diamond" — 10 @ — 12 Grie Railway. 314 314 328 328 328 328 Grie Railway. 314 314 314 328 328 328 328 328 328 328 328 328 328
ouque and cloux City, preferred			A	merican Machinery do 0 @ - 11 2 M 78, 1897
ouque Southwestern, pref	88,170 7 30,308 7	7 1		
nira, Jefferson and Canandaigua.*	92,500 8	8		Shoe, 5 cepte and 1, 24; Wrought Horse 5 M. 78, 1889 81
garanteed	00,000 5	5	Cu	t, 10d.@60dper 100 lb. — @ 4 er dannibal & St. Joseph 501
ma and w mamsport, preferred	00,000 5	5	1 4 219	nch or Dref co as the part of
, preferred 8.53	0,000 7	7 8	8 00	oper
nibal and St. Joseph prof. 10	0,000	0		
rishurg and Langagter # error	2,550 7	7 6		
	0,000 8	4 104	4 Eng	its. (gold). per 1b. — — @ — 43 Lake Shore & Mich.S'th. 891 901 911 907 901 118h (gold). — 384@ — 39 Lake Shore Dly, bonds
t and Chicago,* guar	0,750 7	34 27		
	,000 8	8		
and Farmington, guar		5	* UL	arcoal Terne.
ville, Cancinnali and Levington	,100 7	7 :::		
and Cancinna, ase pressed 6.586	100 0	9 87	Crud	e, 40 @ 48 gravity (in bulk). per gall. — 132 @
hester and Lawrence* 4,051,	744 6	19/	Refin	e, 40 @ 40 gravity (in bulk). per gall. — 134 @ — Milw. and St. Paul 536 544 544 536 534 534 644 536 534 536 544 544 536 534 538 644 544 536 534 538 644 544 536 534 538
gan Southern, guaranteed 586,	000 9 800 10 10		Refin	ed, prime White (in shipping order). — 234 6 — 24 lst mort 94 94 77 774 ed, S. W. (in jobbing lots) — 66 — 23 2d mort 85
inkee and St. Paul professed	375 10 10 268 7		Refin	ed, S. W. (in tin) - 24 to -25
anteed	000 8 8	773	Reaid	uum
Haven and Northampton*	250 12 12	****		
Ork and Harlem prof	000 8 8	135	not o	ver 16 by 24 inches, 4 cents per sq. foot; larger and er 24 by 30 inches, 6 cents per sq. foot; larger and er 24 by 30 inches, 6 cents per sq. foot; larger and large
		1	20000	of 22 by 30 inches, 6 cents nor ac 1000; lai gir and New York Central
	00 8 8		Crown	and Gents per sq. foot; on unpolited floot; all
burg and L. Champlain, pref. 1,037,0 1,037,0 2,500,0 2,500,0	00 7 7	104 75	inches	and Common Window, not exceeding 10 by 15 N. Y. Cen. & Hud. Riv. 92 92 93 92 92 92 92 92 92 92 92 92 92 92 92 92
on and Hudson, guar	00 5		per lb.	over 24 by 30, 24; all over that 3 cents N Vort certificates. 87 871 871 924 924
elphia and Erie,* 1,200,00	00 6	****	Ameri	can Window. pref. 119 120 122 122
inhia and Trenton # 1,551,80	00 10	****	(Old List, N. Carolina 8a. old.
Kennehec (Varmonth 450,00	0 6 6		6 by 8	to 7 hrs. A. B. C. This and Mew
d, Sago & Portsmouth, * guar. 1,500,00 outh and Concord*		****	11 by 1/	to 19 by 10 8 25 7 50 7 00 90 00 pref 741
		****	14 by 10	to 16 by 24 900 800 700 Pacific Mail 8 3 0
er and General Walland 142,90			20 hy 20	10 24 by 30 12 25 11 25 10 00 8 00 Phila and Posst 56 56
Alton and T T	. 7 7	9	25 by 26	16 20 15 00 15 00 15 00 19 00 10 W. & Chi.gtd. 97 961 07
	7 7	778 3	30 by 46	to 32 by 48
in Valley & Potterill 576,000	5 5	364	Above.	22 00 20 00 17 00 14 50 Quicksilver Mining G
Warsaw (W. D.) pref. 1,300,000	7		CA .US	1000's subject to a discount of 55@60 per cent.
Greenbuch * Western, pref. 1,000,000	7 7			window—1st, 2d, 3d and 4th qualities
and Canada, guar. 274,000	7 7	84	8 by 11	0 8 by 10(4 qlts.)per 50 feet 10.
ountains *	7 7	14	1 by 18	10 12 by 18(4 qlts.)
a tork a Gettysburg, pref. 317,050	2	18	8 hw 90	10 10 12 24 (4 qlts.)
Garage Control of the	- "	26	hv 28	0 24 by 30(4 qlta.)
Division,* guar	8 8	28	DV 38	0 20 by 40(8 qlts.) 93
1 Navigation, pref. 1,175,000 2,888,997	6 6 12	34 30	by 50 t	0 30 by 48(3 qlta.)
	6	2 32	hy 54 t	20 by 52(3 qlts.)
				1 /14 W VII WIE WIE WIE WIE WIE WIE WIE WIE WIE W
LARROUS STOORS: and Coal, pref		86	by 60 t	0 35 by 56(3 qits.)

					91.7
New York Sto	0000	Tribertolla			Salid
Actual Sale Prices f					
	F.8.	Sat.9.	M.11.	ru.12.	W.18
FEDERAL STOCKS:-					725 32
U. S. 5s, 1874, reg	****	****	****		****
U. S. 5s, 1874, coup	****	****	****	****	****
U. S. 5s, 10-40s, coup 1094	109	109	109	****	1094
U. S. 5s, 10-40s, reg109	****	****	****		
U. S. 5s, 1881, reg109				****	
U. S. 5s, 1881, coup109	109		109		109
U. S. 6s, 1881, reg	1144	114	114	114	****
J. S. 6s, 1881, coup117	1174	117%	118	117	1174
U. S. 6s, '81, O.W.L					****
U. S. 6s, 5-20s. reg. '62.110	****			****	****
U. S. 6s, 5-20s, c. 1862110	110	110	111		1104
U. S. 6s, 5-20s, reg. '64.110}					
U. S. 6s, 5-20s, c. 1864	111				110
U. S. 6s, 5-20s, reg. '65.110					****
U. S. 6s, 5-20s, c. 1865.1114	1111	****	1114	1114	111#
U. S. 6s, 5-20s, r. n. '65	109	****	110	****	109
U. S. 6s, 5-20s, c. n. '65.113	1134	114	114	1137	113
U. S. 6s, 5-20s, reg. '67.111	1114				111}
U. S. 6s, 5-20s, c. 1867114	114#	114%	115	115	115
U. S. 6s, 5-20s, reg. 168	****	****		****	****
U. S. 6s, 5-20s, c. '68114		114	115	115	1157
U. S. 6s, Pac.R.R.issue113	113	113	1134	1134	113
Philadelphia S	tock	Exe	hans	ze.	
Actual Sale Prices 1					2.
	Th.7		0.00	M.11	
Catawissa				****	
preferred 45	441	448	441	****	
Camden and Amboy1364			1351		
6в, 1875			2009		
68. 1883			904		

Actual Sale Prices fo	or the w	neek er	dina	Dec. 12	.
	Tb.7.		0000	M.11.	
Catawissa	****	2.00	****	****	
preferred 45	443	448	441		
Camden and Amboy1364	136	****	1351		1344
6в, 1875	****		2000		****
68, 1883	904		901		
68, 1889	****	884		874	
mort. 6s, '89		94		94	94
Elmira & Williamsport		****			
pref		****	****		
78 94				****	
Lehigh Navigation 354	36	36	36#	36#	364
6s, 1884		****		****	
Gold L	93#	94	932		94
R. R. L		****		94	
Conv. L					
Lebigh Valley R. R 60	597	60	60	60	601
6s new coup	****		****		****
6s new reg	95		95	95	
Little Schuylkill R.R 47			47	****	
78	****				
Minehill			541	544	
Morris Canal	****		****	****	
pref					
North Pennsylvania		****			
68, 1880	101	101		****	
78		****		****	
10s, 1887		****	****		
Northern Central 381		381	388	381	
Oil Creek & Alleg. Riv. 49	48%	49	49	49	49
78					
Pennsylvania R. R 59}	58	58#	581	584	57%
1st M				102	101
2d M	97%	****			
Gen. mort	****				
reg	96	96	964	** **	
Penn. State, 6s.1st series		103		****	
6s, 2d series					****
6s, 3d series		****		109	
Philadelphia City, 6s	****	****			
new	99	99	99	99	
Philad., Germ. & Nor	854		****	****	
Phila. & Reading 574		574	571	574	578
Philadelphia and Erie	****		25		25
6s				****	
78 888				****	
Schuylkill Navigation					
pref 168			16		
6в, 1882 80	801	80		****	81
68, 1876		****		****	01
68, 1872			****		
Hestonville, (Horse)		20			
Chestnut & Wal 534		****			****
Green & Coates					
2d and 3d streets	0.0			****	
Spruce and Pine		32	****	****	****
13th and 15th sts		****			****
				****	****

Baltimore	Stock	Exchange	
Actual Sale Price			

Actual Sale Prices fo	r the s	oeek e	nding	Dec. 1:	2.
W.6,	Tb.7.	F.8.	Sat.9.	M.11.	Tu.19
Baltimore City 6s, 1875				981	981
1886			101	****	
1890 99	99		99		
1884				****	
1900	984				
Balt and Ohio		1414		****	141
bonds, 1875					
1880	96		****		
1885. 95				****	95
Marietta & Cin. 1st M		****	97	97	-
2d M 851		854		85#	85
3d M. 8s		008			
Northern Central	384	****	381	901	900
bonds, 1885			- 100	381	38
1900			****	****	
Pittab. & Connellay. 7s. 93	008	001	****		***
N. W. Va. 1st mort	93#	93	****	93	93
Od mort			****	****	***
2d mort	****		****	****	***
Visconia de Comort	****	****			***
Virginia 6s, Consol 65	65	65	65	644	63
Defer. Certif	274	274	****	274	****
City Passenger B R	****	****	****	****	***

Boston Stock				Bulton	-
Actual Sale Prices for	r the s	beek en	ding !	Dec. 13	2, 67
(OI exol ban emind Th.7.	F.8	Sat.9.	M.11.	Tu.12.	W.13
Boston and Albany 144	145	1454	145		
Boston and Lowell			****		
Boston and Maine143			144		144
Boston and Providence	145	****		145	
Boston, Hartford & Erie			2		
7s, new 27‡	278	27%	28	278	27
Cheshire, pref			****		85
Concord	****			****	D30.2
Connecticut River		2001	****	****	139
Eastern108	107	108	1071		108
Fitchburg	****	136	****	****	135
Manchester & Lawr'ce	1464			****	147
Michigan Central118	118		118	119	119
Northern, N. H110		110	110	****	110
Ogdens. & Lake Champ	****	****	****	91	90%
pref		****	****	****	104
Old Colony & Newport	****	107	****	107	
Ph., Wil. & Baltimore 584	581	581	58	584	58
Portl'd, Saco & Ports129	129	129	129	****	129
Union Pacific	27		***	****	
" 68	****	881	****	****	
Land Grant 18		778	****	90	901
Income los	****	****	007	80	804
Vermont & Canada 984	99	99	987	981	98]
Vermont & Mass	****		****	****	****
South Boston (Horse)	****	7071	****	****	****
Cambridge	****	101	76	76	76
Metropolitan		90			
Middlesex	****	80	****	****	****
Central Mining Co	10	****	117	****	****
Copper Falls 12	12	****	117		5
Franklin	- 5	****		200	
National			****		***
Pewabie	****				****
Quincy 32		****	****	****	

London Stock Exchange.	
-Closing	Prices.
Nov. 24.	Dec. 1.
Atl. & Gt. West. N. Y. sec. 7 per ct	-5.0
1st mort., 1880 87 — 92	87 - 92
Do. do., 2d mort., 1881 80 - 85	80 - 85
Do. Penn., 1st mort., 1877 87 - 92	87 - 92
Do. do., 2d mort., 1882 80 - 85	80 - 85
Do. Consol. 7 per cent. mort. 1890 344 - 354	34 - 35
Detroit and Milwaukee 1st mort. 7s 73 - 78	73 - 78
Do. 2d mort. 8 p. c 70 - 80	70 - 80
Erie shares 100 dol. all paid 24 - 25	26 - 26
Do. sterlg. 6 p. c. convertible bonds 72 - 74	75 - 77
Illinois Central, 6 per cent., 1875	100 100
Do. Redemption mort. bonds 6 p. c.100 -102	100 -102
Do. 100 dol. shares, all paid1084-1094	109 —110
Marietta and Cincinnati 78 80 — 85	84 - 86
Michigan Central 8s, conv. 1869 85 — 95	90 -100
Panama 2d mort. 7s, 1872 99 -101	99 101
Panama General mort. 7s, 1897 78 - 80	78 — 80 97 — 99
Penn. R. R. bonds, 2d mort. 6 per ct 97 — 99	974- 988
Do. General mort. 6 p. c. 1910 98 — 99 Do. \$50 shares	484- 496
	93 - 95
Philadelphia and Erie 1st mort. 1881. 96 — 98 Do. with option to be paid in Phila. 96 — 98	93 — 95

American Railroad Journal.

Saturday, December 16, 1871.

Stock Exchange and Money Market.

Money has been quite brisk through the week The offerings in the open market have been on a restricted scale, under the manipulations of the supply, by operators for lower stock values. The bank reserves of legal tender notes have been thus cut down materially, and lenders have been less liberal of accommodation. Call loans have been generally quoted at from 7 per cent. in currency to the same rate in gold, with a more urgent inquiry for aid from the Stock Exchange firms. In the discount line the dealings have been rather less extensive, with strictly prime to very good mercantile paper rated at from 8@10 per cent. per

The city banks, in their latest return, show a reduction of \$6,741,500 of legal tender notes, with an increase of \$5,110,400 of specie, and a falling off of \$1,108,800 of deposits; also an addition of \$1,771,500 to their loan and discount averages, and \$15,900 to their item of circulation. The city bank exchanges, last week, averaged \$101,104,672; and thus far, this week, 1023/4 milspecie and legal tender notes, more than the 25 | 1870.

per cent, of their liabilities required by the na tional banking Act.

The specie reserve of the city banks according to the latest return is \$23,185,100, against \$15,-935,848 same time last year. The city bank deposits are now \$222,405,700 against \$194,181,855 week ending Dec. 10, 1870. The legal tender reserve amounts to \$45,667,400 against \$49,124,022 same time last year. The circulation now standat \$30,122,800, against \$32,185.477 same time last year. The loans are now \$294,088,400, against \$268,147,232 at this date last year.

The U. S. Sub-Treasury increased its currency balance \$1,999,955 and reduced its coin reserve \$585,991, as the result of the week's business The receipts of the office were \$10,532,763 in coin, and \$4,977,669 in currency; payments, \$11,-118,754 in coin, and \$2,977,714 in currency. The office received \$2,160,000 in coin or its equivalent, from customs; and disbursed \$921,049 of coin in-

The U. S. Sub-Treasurer retired, last week, \$1,-897,575 of cein certificates, received for customs.

The Treasury Department holds in trust as security for national bank circulation, United States bonds for \$370,044,000; and as security for deposits of public money, United States bonds for \$15,229,000. The aggregate of the outstanding circulation of the National Banks of the country is \$326,773,456.

Government revenues have been yielding less freely, since our last. The excises yielded last week about two millions, and thus far since July 1, about 591/2 millions. The customs at the port of New York, last week were \$2,082,576; and at the outports, equal to about \$670,000 more, all in coin, or coin certificates.

Gold has been further weakened in price, during the week, by the liberal offerings while the demand from all sources has been less confident, particularly so on speculative account. The Government disbursements added largely to the floating supply, and materially to the depression of the market. The customs call was moderate. The export drain inconsiderable. The range of the price during the week has been from 10916@ 1101/4 and the closing quotation on Wednesday was 10914@1093/ against 110 the preceding Wednesday. The specie outflow, last week, was \$345,224; The Gold Exchange Bank clearances have averaged nearly 421/2 millions a day during the week.

The customs demand for Gold last week, averaged \$360,000 a day; thus far, this week, it has averaged \$408,000 a day, or equal to a weekly aggregate of \$2,448,000. The arrivals of specie from Europe, Havana and other foreign ports last week were \$32,425, and since Jan. 1, 1871, \$8,461,830 against \$11,492,784 same time in 1870. The total customs reverue of the Government, in coin, at this port, since January 1, 1871, has been \$148,415,742 against \$134,711,673 same time in

Government disbursed through the U. S. Sub-Treasury here, on account of the coin interest on the public debt from Jan. 1, to Dec. 9, 1871, \$81,579,039, against \$84,769,464 same time in 1870.

The export drain of specie was \$345,244 last week, against \$800,468, same week preceding \$101,104,672; and thus far, this week, 10234 millions daily. The banks now hold \$5,729,375 of been \$62,511,340, against \$57,386,500 same time in

coin reserve of \$103,076,290, and a currency bal- been quite scarce, and wanted by home and foreance of \$8,642,092.

Foreign exchange has been in fair, though not remarkably active request, and has been quoted firm in price. Bankers' sixty day bills on London closed on Wednesday at 109@1091/8; sight bills on London, 1093/@1097/8.

The produce exports from this port, week ending with Dec. 13, were to the currency value of interest. \$4,176,158.

Government securities have been quite scarce in the open market, and have been in good request, at firmer prices, the later issues of the coin-bearing bonds meeting with special favor, the demand being influenced by the re-investment of the proceeds of the Stock of 1862 now being paid off by the Government. At the same time there is more than the usual inquiry from the Savings Banks and Insurance Companies.

Under the December programme of the Treasuary Department, Government proposes to sell gold, during the month, as follows: Thursday, Dec. 14, \$1,000,000; Thursday, Dec. 21, \$1,000,-000; Thursday, Dec. 28, \$1,000,000. And to buy in Five-Twenties, as follows: Wednesday, Dec 20, \$1,000,000; Wednesday, Dec. 27, \$1,000,000.

On Wednesday, Government bought in only \$43,700 of Five-Twenties at 109 22@109 24. The amount of bonds offered was \$323,700 at from 109 22@109 62.

In view of the buoyancy of Government Securities, and the improbability of the Treasury being able to buy them below par in Gold, the Secretary of the Treasury has called in for the 7th of Lambs; and 41,628 Swine. March, 1872, Twenty-Millions of the second series of Five-twenties of 1862, of which 16 millions are Coupon Bonds, and Four Millions Registered. The Coupon Bonds are contained in the following numbers, which foot up \$16,684,300: \$50 Bonds, 1 to 5,460; \$100 Bonds, 1 to 13,093; 500 Bonds, 1 to 7,964; \$1,000 Bonds, 1 to 11,120. On these bonds interest will cease on the 7th of March next, the proclamation conforming to the rule of a notice of ninety days.

U. S. sixes of 1881 closed here on Wednesday of the current week at 1173/8@1175/8; U. S. Five-Twenties of 1862, (other than the bonds called in) 1101/4@1101/4; U.S. Five-Twenties of 1864 at 110 %@110 %; U.S. Five-Twenties of 1865, 111 1/2 @11134; U. S. Five-Twenties of 1865 consolidated, 1187 @1141/8; U. S. Five Twenties of 1867, 1151/6 @115%; U. S. Five-Twenties of 1868, 1151/2@ 115%; U. S. Ten-forties at 109% @109%; U. S. Fives of 1881 (Funding Loan) 109@10914. Six per cent. currency bonds, 1133/8@1131/2.

The latest quotations at the London Stock Exas follows with former return

change compare as	OHOMB WISE	101 mot	rentrates .
All Shire as a	Nov. 28.	Dec. 6.	Dec. 13.
Consols	. 931/2	9216	921/4
U.S. 5-20's of 1862.		923%	923/8
U. S. 5-20s, 1865		923/4	9316
" 1867		951/8	961/2
" 10-40s	. 991/8	903/4	911/2
Erie		261/4	271/8

The new Funding Five per cent. Loan was quoted in London on Wednesday at 905/8@903/4. State bonds continue in moderate demand at

however, irregular prices.

Railway bonds of the better class have been in good demand for investment purposes. Of the Union Exp., 58; U. S. Exp., 60%; Wells Fargo older issues the offerings have been light, and Exp., 563/4;

The Treasury Department on Monday held a prices quoted strong. Central Pacific Sixes have ign buyers, closing buoyantly at 103@1031/4. The favorites of the new loans have met with a free sale at the current quotations. The Chesapeake and Ohio Sixes have been in comparatively brisk request, and further considerable amounts of this loan have been taken on investment account on the basis of 94 per cent, and accrued

> Railway and miscellaneous share property has been moderately active, but with the Money supply made artificially stringent prices have been quite variable.

> General business has been tame, as a rule. Breadstuffs have been unusually quiet. Provisions, in less urgent request. Petroleum, held above the views of buyers, in most instances. Cotton has been exceptionally active, excited, and higher, though closing irregularly. Middling upland cotton closed on Wednesday at 19%@20 cts. per lb. The receipts at all the ports, since Sept. 1, have been 1,061,176 bales, against 1,291,-125 bales same time in the preceding year; exexports 456,852 bales, against 640,452 bales in the previous year; stock at the ports at latest dates, 410,539 bales, against 434,531 bales same

At the Live Stock Markets, Beeves have been in fair demand at from 41/2@13 cts.; Veals at 5@101/2 cts.; Sheep at 31/4@63/4 cts.; Lambs at 6@8 cts.; Swine, at 47%@51% cts. per lb., all 933/4@94; North Pennsylvania, 49@—; do. 6s, live weight. The week's receipt: were 7,687 Beeves, 802 Veal Calves, 24,239 Sheep and

Foreign goods have been in moderate request at about previous rates. The week's imports of foreign goods reached \$5,047,939, including \$1,-053,366 of dry goods.

Ocean freights have been quiet, with rates quoted somewhat unsettled.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns :-

New York .- South Carolina 6s, new, Jan. and July, 31; do., Apl. and Oct., 28; North Carolina 6s, special tax, 14 ; do. Fund Act, 1868, 21 ; Texas 10s, 1876, 923/4; Arkansas 7s, M. and L. R. R. R., 58; Georgia 7s, 831/4; Michigan 6s, 1873@1883, 101; Brooklyn 6s, W. L., 95; Clev., Col., Cin. and Ind. 1st, mort., 98; Mil. and St. Paul 1st mort. Iowa div., 90; Quincy and Toledo 1st mort., 88; Winona and St. Peter 1st mort., 871/2; Ohio and Miss. consol., 961/2; Peninsula R. R. 1st mort., 911/6; Central of New Jersey 1st mort, new, 1033/4; Toledo, Peoria. and Warsaw 1st mort. W. D., 91; do, 2d mort., 80! Cedar Falls and Minnesota 1st mort., 85; North Missouri 1st mort. 891/4; Pacific R. R. 7s, guar. by Mo., 102; Galena and Chicago 1st mort., 105; Long Dock bonds, 90; Toledo, Wabash and Western consol., 87; Gt. Western 1st mort., 1888, 941/4; Buffalo, New York and Erie 1st mort., 893/4; St. Louis and Iron Mt. R. R., 591/2; Albany and Susq. R. R., 931/2; do. 2d mort., 931/2; New York and New Haven R. R., 145; New Jersey R. R. 1321/4; Quicksilver pref., 29; Western Union Tel., 68; do. 7s, 92½; Maryland Coal, 24¾; Consol. Coal of Md., 37; New Jersey Central Land and

Philadelphia.-Lehigh Valley new 7s, reg., 0134; West Jersey 7s, 1011/2; Warren and Franklin 1st mort., 90; Lehigh Nav. consol. gold loan, 95: Penn. and New York 7s, 981/4; Huntington and Broad Top Mt. consol., 475%; West Chester R. R. 7s, 963/4; Allegheny Valley R. R. 7 3-10s, 95; Morris Canal 1st mort., 92; do. 2d mort., 90; East Pennsylvania R. R. 7s, 90; Susq. Canal 6s, 68; Phila. and Reading 7s, 1893, 1033/4; Delaware Division Canal, 481/4; Chestnut Hill R. R., 85; Ridge Avenue R. R., 15; Big Mt. Coal, 61/2; N. Y. and Middle Coal, 4; Fulton Coal, 51/2. The latest quotations are: City 6s, 95@97; do. free of tax, 987, @99; State 5s, conpon, 96@-; do. 6s, W. L. 102@1023/4; do. 1st series, 1021/2@ 1031/2; do. 2d series 1061/2@1061/2; do. 3d series, 108@109; Reading, $57\frac{1}{2}$ $257\frac{5}{8}$; do. 7s, 1893, $102\frac{1}{2}$ @103; do. mort. 6s, 1880, 92@92; Camden and Amboy, 134½ @134½; do. mort. 6s, 1889, 933%@ 93½; do. 1883, 90¾@90½; do. 1889, 88@88½; Pennsylvania R. R., 581/8@581/4; do. 1st mort., 100@102; do. 2d mort., 98@983/4; do. General mort. coupon, 95@96; do. reg., 96@96; Little Schuylkill R.R., 47@48; Morris Canal, 491/4@50; do. pref., 122@124; do. 6s, 92@92; Susquehanna Canal, 7@11; do. 6s, 69@73; Schuylkill Nav., 8@81/2; do. pref., 161/2@17; do. 6s, 1882, 81@811/2; Elmira and Williamsport pref., 40@45; do. 7s, 1873, 93@95; do. 5s, 61@-; Lehigh Coal and Navigation, 373/2371/2; do. 6s, 1884, 86@ 88; do. R. R. Loan, 94@94; do. Gold Loan, 101@102; do., 7s, 96@96; do. Chattle 10s, 110 @112; Philadelphia and Erie, 25@251/k; do. 6s, 88@90; Minehill, $54@54\frac{1}{2}$; Catawissa, 16@20; do. pref., 443/4@45; Lehigh Valley, 601/8@601/4; do. 6s, new coupon, 94@95; do. reg., 94%@95; do. 7s, 1013/8@1011/2; Fifth and Sixth streets, (horse,) 45@48; Second and Third, 65@67; Thirteenth and Fifteenth, 23@23; Spruce and Pine, 32@33; Green and Coates, 47@-; Chestnut and Walnut, 531/2@55; Hestonville, 201/2@21; Union, 60@-; Germantown, 35@40.

Boston.-Vermout Central 1st. mort., 833/4; Boson and Albany 7s, new, 106; Michigan Central R. R. 8s, 1890, 1083/4; Framingham and Lowell 1st mort. 7s, 1890, 893/4; Agricultural Branch 1st mort, 6s, 1884; 80; Maryland and Delaware R. R. 1st mort., 6s, 1885, 493/4; Kalamazoo, Allegan and Grand Rapids 8s, 1888, 951/4; Western R. R. 6s, 1875, 981/4; Burlington and Missouri River R. R., new, 103; do. 8s, in Nebraska, 9334; Eastern R. R. 6s, 1874, 961/2; Salem and Lowell 6s, 1878, 951/4; Stanstead, Shefford and Chambly 7s, 831/4; Pittsfield and North Adams R. R. 85; Marquette and Ontanagon R. R., 1043/ Michigan Central new stock, 113; Norwich and Worcester R. R., 11734; Eastern (N. H.,) R. R. 100; Cincinnati, Sandusky and Cleveland R. R., 20; do. 7s, 81; Conn. and Passumpsic Rivers R. R. pref., 90; Rutland R. R. 25; do. pref., 771/2; Indianapolis, Cincinnati and Lafayette R. R., 71/2; Boston Water Power Co., 441/4; Cary Imp. Co., 133/4; East Boston Land, 161/2; Maine 6s, 1889, 100; Massachusetts 6s, 1874, gold 1053/4; do. 5s, 1883, 98; do. 5s. 1894, gold, 981/2; Boston 6s, currency, 1001/2; do. 5s, 1878, gold, 98; St. Louis 6s, 1889, 891/2; Chicago 7s, 95@951/4; Hartford 6s, 99; Lowell 6s, 1890, 987/8; Albany 6s 93@931/4; Cambridge 5s, 1882, 88; Cook Co., Ill., 7s, 96; Allouez Mining Co., 51/4; Canada, 25c.; Calumet and Hecla, 1051/2; Hancock, 31/4; Hanover, 2; Ridge, 3; Rockland 1; Tremont, 25c.

Baltimore.—Orange and Alexandria R. R. 2d mort., 6s, 82; do. 4th mort., 8s, 82; Western Maryland 3d mort, guar., 92; Richmond and Danville bonds, 771/2; Northern Central 6s, 1900, gold, 933/8; Maryland Defense Loan, 106; Virginia 6s, 1867, reg., 66; Memphis City 6s, 58; George's Creek Coal, 87. The latest quotations are: Pittsburg and Connellsville 7s, 1898, 93@ 931/4; Baltimore and Ohio, 1415/8@142; do., 6s, 1875, 97@-; do., 1880, 96@961/2; do., 1885, 94@ 943/4; Northern Central, 381/4@381/2; do. 6s, 1885, 931/4@931/2; do., 1900, 85@861/2; do., 6s, 1900, gold, 933/8@933/4; N. W. Va 1st mort., 99@do., 2d mort., 99@100; do., 3d mort., 1885, 89@ 91; Marietta and Cincinnati 7s, 1892, 961/2097; do., 2d mort., 853/4@857/8; do., 3d mort., 791/8 @791/2; Central Ohio, 28@-; do., 1st mort., 851/2@86; Western Md. 1st mort. 6s, 1890, 80@ -; guar. by Baltimore City, 90@96; do., 3d mort., guar., 91@92; do., 2d mort. pref., 60@621/2; do., 6s, guar. by Washington Co., 83@86; Richmond and Danville bonds, 771/2@-; Orange and Alexandria 1st mort. 6s, 88@-; do., 2d mort. 6s, 82@83; do., 3d mort. 8s, 89@90; do., 4th mort, 8s, 813/4@821/8; Orange, Alex. and Manassas 7s, 831/2@833/4; Virginia and Tennessee 8s, 881/2@90; do., 6s, 1st mort., 90@95; do., 6s, 2d mort., 781/2 @81; Baltimore 6s, 1875, 98@9812; do., 1884, 96@97; do. 1886, 991/@101; do., 1890, 99@100; do., 1893, 97@98; do., 1900, 981/4@993/4; Memphis City 6s, 581/8@-; Maryland 6s, 1890, 971/6 @-; do. Defense Loan, 1883, 1051/4@106; City Passenger R. R., 24@-; George's Creek Coal, 87

Atlantic and Gt. Western Railway.

A meeting of the stockholders of the Atlantic and Great Western Railway Company of New York and Pennsylvania, was held on the 11th inst., to consider and vote upon the agreement entered into by the boards of directors of the Atlantic and Great Western Railway Company of New York and Pennsylvania, and the Atlantic and Great Western Railway Company of Ohio, for the consolidation of the two companies. A large number of the stockholders were present and the agreement was ratified. An election for directors was then held and the following board elected: General George B. McClellan, W. B. Duncan, General George B. Wright, Samuel L. M. Barlow, Abram S. Hewitt, Lawrence Wells, Lloyd Aspinwall, H. F. Sweetser, James B. Hodgskin, Reuben Hitchcock, John Tod, W. S. Sharp, and James McHenry. The board of directors then held a meeting aud elected the following officers : President, General G. B. McClellan ; vicepresident, General G. B. Wright; treasurer, J. B. Hodgskin; general manager, H. F. Sweetser; secretary, Charles Day; auditor, C. W. Winslow.

Undoubtedly one of the best Dumping carts ever used in this country, for Railroad and street Contractors, is manufactured by Wm. & Henry Hand, at Plainfield, N. Jersey. These gentlemen have had large experience in the use cart-price \$65.

Farmers and Miners' Road.

A meeting was held at Circleville, Ohio, a say days since in the interest of what is called the Farmers and Miners' Railroad, proposed to be built from Urbana southward to London, Circleville and McArthur, where a connection is to be made with the contemplated Columbus, McArthur and Gallipolis Railroad. A member of the meeting being asked how long it would take two hundred iron furnaces to use up the iron ore on the line of this railroad, answered by saying that such a number of furnaces at full blast might work for a thousand years and have plenty left. For nearly fifty miles on the line of this road coal, iron, salt, stone, &c., abound in quantities to last for all time, and in variety and quality unsurpassed. The company will soon be incorporated and active steps taken to forward this great work.

Pittsburgh and Marietta Railroad.

There is a fair prospect that this enterprise will be a success. The road is intended to run from Pittsburgh to Marietta via Cambridge, Guernsey county, the entire length being in Ohio. The subscriptions asked by the Company from the several counties have, we believe, all been taken. Guernsey county has paid to the Company one hundred and fifty thousand dollars, and the work of constructing the road will soon commence at the Central Ohio Railway, working both northward of stock required from Noble county has been raised, and engineers are at work permanently locating the line, and a strong construction party preparing the road-bed in that county.

Broadway Underground Railway.

The completed section of the Broadway Underground Railway, running from the corner of Warren street and Broadway southward under Broadway for several hundred feet, was again opened for public exhibition on the 11th iast. It is clean, well lighted and ventilated. A passenger car moved by atmospheric pressure was traversing the tunnel, carrying hundreds of curious passengers. An application will be made to the next Legislature for authority to extend the tunnel and carry passengers the length of the city.

The first train over the Addison (Vt.) Railroad was run on the 6th inst. This new line, connecting Port Henry with the Rutland Railroad, opens communication with the whole iron region of New York, and is of great importance in a business point of view to the people along the line, and no less important to the business of Rutland and the various points with which it has connection by railroad.

It was announced at the New York Stock Exchange on the 11th inst., that the lease by the Pennsylvania Railroad Company of the Cleveland and Pittsburg Railroad is to be capitalized at seven per cent., which gives 42.80 per cent. premium on the present 10 per cent. Stock, exclusively of the Quarterly Dividend of 21 per cent.

The receiver of the Iudianapolis, Cincinnati and Lafayette Railroad has been authorized of carts, and consequently know what is wanted. by the Court at Indianapolis to borrow money Their invention is explained on another page of to pay all interest due on bonds issued prior to this week's issue. All they ask is a trial of their 1869. Also, to pay interest that will accrue until the sale of the road.

THE REDEMPTION OF 5-20 BONDS BY THE GOVERNMENT.

of which a second instalment (\$20,000 000) has been called in for payment in March next, is rapidly going on, releasing a large amount of invested capital, a large proportion of which must eek reinvestment in substantial securities.

We offer and recommend the SIX PER CENT. GOLD BONDS OF THE CHESAPBAKE AND OHIO RAIL-ROAD COMPANY as among the safest and most desirable securities to be had in the market for the secure investment of capital.

A small proportion only of the loan now remains unsold, and the reinvestment of the proceeds of redeemed Five-twenties should absorb them within a short time.

Present price, 94 and accrued interest.

Interest and principal payable in gold in New York City. Interest May 1 and November 1. Denominations, \$1,000, \$500, and \$100, coupon or registered.

The popularity of and demand for, the CEN-TRAL PACIFIC SIX PER CENT. GOLD BONDS, originally put on the market by us, and now in demand at from 8 to 4 per cent premium, afford an illustration of the high standing which this class of Bonds, amply secured on wellmanaged and productive Trunk and southward from that point. The full amount lines of Railroad must always main tain.

> We buy and sell, as usual, Government and CEN-TRAL PACIFIC BONDS, and receive them in exchange for CHESAPEARE AND OHIO BONDS. Accounts of Banks, Bankers, and others received, on which we allow interest. Orders for Investment Stocks and Bonds executed at the Stock Exchange.

HARVEY FISK. A. S. HATCH.

FISK & HATCH.

The last rail of the Hazleton Division of the Lehigh Valley Railroad was laid on the 7th inst. at Deringer Central Coal Works, eight miles from Hazleton, at which place it connects with the Danville, Hazleton and Wilkesbarre Railroad, the latter road having been completed to that point some weeks since, making a through route from Hazleton to Sunbury, fifty-one miles long. The first trip through from Sunbury to Hazleton was made by an engine of the Danville, Hazleton and Wilkesbarre Railroad, the next day after the two roads connected.

The Lexington (Va.) Gazette has authorty for stating that the survey of the Virginia Valley Railroad between that place and Staunton will be pushed on during the winter, and the road put under contract by March. The engineers will pass over, with their instruments, both the Browns. burg and Fairfield routes by that time, and the company will then choose the route.

The contractors on the Lynchburg and Danville railroad, in searching for rock suitable for culverts and other stone work, have discovered a quarry of the finest granite, said by competent judges to be equal to any in the world.

The Wilmington, Columbia and Augusta railroad has been completed to Columbia, S. C., and on and after December 13th, will open the line between the North and South via Columbia

journal of Railroad Law.

RAILROAD COMPANIES-WHAT CONSTITUTES A DE-LIVERY OF TRUNK-WHEN COMPANY IS RESPON-

The late case of Rogers vs. the Long Island Railroad Company, (2 Lansing 269,) was an action brought to recover the value of a trunk and its contents, which the plaintiff claimed to have given into the charge of the defendant, previously to taking passage on its road. The facts are fully and clearly stated in the following opinion

BARNARD, P. J .- There is no doubt but that to render a common carrier liable for goods to be carried by him, there must be a delivery to such carrier, and an acceptance on the part of the carrier of the goods to be carried. The proof shows in this case that the expressman took the trunk in an ation to the depot of the defendant at Peck Slip, about noon on the 11th April, 1868. It was marked "Israel Rogers, Riverhead, Long Island." He found inside of the depot gate where he carried the trunk two or three men unloading freight of whom he inquired who took care of baggage. They told him the man in the office. He went to see the man in the office, and told him there was a trunk outside, he replied all right, and immediately sent two men to take care of it. The trunk was left by the expressman in the place where the baggage was kept and was inside of the defendant's inclosure and near their baggage crate, which was at the time locked. The man in the office had been defendant's ticket agent for some years. At about three o'clock on the same day, the plaintiff went to the ticket office and bought his ticket for Riverhead, and asked this agent for his trunk. He said he had seen a trunk answering the description a short time before, but did not know where it then was. The employes of the company subsequently informed plaintiff that the trunk had been given to an expressman who had a check corresponding to the one on the trunk.

The case should have gone to the jury. It is enough to establish a delivery in the first instance to prove that a person acting as the agent of the company received and accepted the property for transportation, even if there be in fact another person who is proved to be the actual agent having charge of the receipt of freight. There is no such proof in this case. The ticket agent was apparently in charge of the depot. The company which sanctions his employment and thus holds him out to the world as its agent, is not at liberty to repudiate his acts.

It seems also that the trunk in point of fact came to defendant's possession. The agent had seen it. The defendant bad delivered it to a stranger who presented a check. Who checked it? When and where was it checked? It was left unchecked and marked plainly for Riverhead. Why was it redelivered to a stranger at Peck Slip on the day of its receipt ?

The case of Grovenor vs. The New York Central B. R. Co., (89 N. Y. 84), does not control this case. The court hold in that case that delivery must be in a proper place. That a delivery of a cutter so near the track as to be caught by a passing train, was not a good delivery. No such question is presented by the facts of this case.

The judgment should be reversed and a new trial granted, costs to abide the event.

On the Frogress of the Through Railway Route to India.

rne following are extracts from an elaborate paper by Hyde Clarke, Esq., (late Cotton Commissioner in Turkey), read before the Society of Arts. London, Nov. 22, 1871; Lord Henry G. Lennox, M. P., in the chair:

In 1868, I addressed the Society of Arts, and also the United Service Institution, on the subject of the daily mail route to India. I then called par-ticular attention to the project of the Turkish government for raising funds to carry on the European system of railways in European Turkey. Since then above three years have passed, and it is desirable to consider the present state of the matter. Great events have in that time occurred, which have a more or less direct influence on the route to India, China, Japan, and Australia; for when we talk of a through-route to India, it is only a phrase for denoting communication with half the world. The opening of the Suez Canal is undoubtedly one great feature. It has materially affected the transport of goods to the East, and will affect that of passengers and mails. At all events, it facilies the working of the route through Egypt. To some extent the Egyptian route is a rival with that overland; but the overland route cannot convey the bulk of goods, which will be left, under all contingencies, to the Egyptian line and that by the Cape. The Suez Canal, however, so that by the Cape. The Suez Canal, however, so far from being a fatal rival to the through railway route, is a promoter of it. By increasing the commerce of Bombay, it makes still more necessary quicker postal and personal communication with Bombay. By the facilities it has given for intercourse with Bagdad, Bassorah, and the Persian Gulf, on its Persian and Arabian shores, it is creating new resources for the direct line of connection with those countries. It is one great benefit of the Suez Canal that it has opened to the world regions formerly most productive, and so long shut off from intimate connection with the western world. In estimating the ultimate power of the Egyptian line, we must not lose sight of that great extension of railway to the south which will enable Egypt to run a line from Alexandria to a port on the Red Sea, expediting the conveyance of passengers and mails. The completion of railways from Bombay to Calcutta and Madras creates sections forming part of a railway from London to Calcutta, and thereby to the eastern regions beyond, which define and mark out for enterprise the unfinished gap between. Next to the Suez Canal must be placed the Brindisi route and the opening of the Mont Cenis Tunnel. The establishment of the Russian telegraph route to China, and of our submarine lines by the Mediterranean and Red Sea to the East, must not be omitted in the consideration. Every arrangement which increases the disparity be-tween the telegraphic dispatch and the full detail by mail letter makes the mercantile community at home and abroad more eager to demand and obtain postal facilities. Each costly telegram acts in promotion of more rapid mails. Lastly, if we have named the Suez Canal and the Mont Cenis Tunnel, we must also refer to another great undertaking, the Pacific Railway. Nothing can well be more remote from the through railway route by Europe and Asia than that across the Rocky Mountains; but extremes meet, and they are rivals. San Francisco is now carrying passengers and mails to New Zealand, Australia, Japan, and Northern China, and this traffic must in-crease; but when the through railway from this side reaches Bassorah then Bassorah will com-pete with San Francisco on the other side of the The more the commerce of such remote termini as Japan and Australia is stimulated by improved transport, the more are resources developed which afford a prospect of revenue for other undertakings. The review of all that has taken place shows more fully the desirability of

working of the Varna and Rustchuk railway, by quickening communication with Constantinople, may be named here as promotive of quicker com-munication with that capital. In this country, however, we have thought less of what has been done in continuation of the existing line, being chiefly occupied with the projects for the Euph rates, the Tigris, and the Persian routes. The continuous line must pass through Turkey in Europe and Turkey in Asia, and consequently Turk-ey must be consulted. This, it strikes me, is the point where most of our projectors are rather ne-Although Turkey is the country locally and mostly concerned, and which is to furnish the money, few think of consulting the wants and wishes of Turkey. Because we want to go to India at the expense of the Turks, or because we want to get a contract for making long lines of railway for which they are to pay, it seems to be suffi-cient reason why they should comply with our demands. It is this condition of affairs which has much retarded the progress of the undertaking, and which has ended in the works being corfided to foreigners instead of Englishmen. Because we want to go to India, we set aside the consid-eration that the Turks want to connect Constantinople with the European system, and because we want to reach Bagdad and Bassorah, we are to forget that the Turks have their own need for communicating with those citles from their metropolis, and that they have political objects to accomplish, and local requirments of traffic to satisfy. It is in view of this state of affairs that I have endeavored on former occasions, and shall do so now, to direct attention to the Turkish portion of the line, and to its present condition. The European system, as all are aware, reached Basiash, on the Danube, many years ago, and there it halted. In my last paper, it was stated that the Sultan had, in consequence of his visit to this country, become urgent for the extension of railways in his empire, and had granted concessions for the European section and for the Asiatic section. The main feature is, of course, the artery from the European or Austro-Hungarian lines and the Danube to Constantinople. With this are combined cross lines, one from Nish, south, to reach the Mediterranean at Salonica, another from Adrianople to the same sea for local purposes, and a line from Adrianople by the shore of the Black Sea to reach the Varna and Rustchuk railway. It is one main transverse line with arms. With this general description of the undertaking we must be contented, because the surveys are not complete, and even the point of juntion with Austro-Hungary is not fully settled. This would naturally be through Servia by or near Belgrade, but the government of the Servian principality naturally appreciates the military and political capabilities of the line and is there fore unwilling to facilitate it. Such a line ena-bles Turkey and Austro Hungary to concentrate forces in Servia, and prevent that district from being made a post of Russia within the Danubian bounds. Servia wishes to divert the line for its own purposes, and prefers that its own lines shall be on a different gauge. On the other hand, the Roumelian railway directors threaten to leave Servia on one side, and to pass through Basnia. Bosnia does not however, prethrough Bosnia. Bosnia does not, however, present the same natural facilities. This matter consequently delays the arrangements, although ultimately there can be little doubt there will be lines through both Servia and Bosnia. The tide of progress by means of the railway system is now flowing towards the east. Lines through Austro-Hungary and Russia make a connection by the south with Southern Russia, and the northern shores of the Black Sea are now in commercial relation with Western Europe. The Varna and Rustchuk Railway, already referred to, offers an extension to the system towards the east shores of the Black Sea. Thus there is, as it were, a prosperous flood ready to be poured over the southern provinces of the Danube the moment a connection can be accomplished. This is a circumstance which must not be omitted, because continuing the railway line, which is now in full connection can be accomplished. This is a circoperation from England and the countries of the West to the Danube. The opening and

continuous transmission of western enterprise, habits of progress, artizans, agriculturists, industrial and agricultural machinery over the barbarous regions of Bulgaria and Thessaly, enabling them to raise produce for railway transport and revenue, and directly contributing towards the Turkish treasury. If one line be carried from Vienna to Filibeh or Adrianople, it means that these latter secluded cities will have the resources of Vienna available, and will have their com-modities at the prices of Vienna, their imports reduced to Vienna prices and their exports raised to the same rates. These, therefore, are among the purposes of Turkish policy. They are not constructing a line solely for intercourse with India, which will give no immediate returns, but constructing, at their own expense, a line for local and imperial purposes, for which they can pay, and which will serve as a route for us. It they strengthen their political power, increase the wealth and efficiency of their people and improve their finances, they are disposed to make the effort, and expose themselves to considerable sacrifices. One great nucleus of the main Rou-melian artery is Adrianople. Here works have been begun on both sides. Ou the control or on our side, the works are in active progress or on our side, the works are in active progress. This behave Philippopoli. This towards the city of Filibeh or Philippopoli. This line proceeds along the upper valley of the great river Maritza, towards the passes of the Balkan mountains. If it does nothing else, it will, on its opening, afford a local line for the ancient me tropolis of Adrianople. The rails of this line are now being carried up the Maritza. Although so far inland, materials can be conveyed to Adrianople, as it is itself on the river Maritza, which is navigable from the sea by floats or rafts. On the western side the works are being carried to Dede Aghij (Ahaj). At the Constantinople terminus there has been opened this year the little section of 15 miles, through the suburbs of Constantinople to Kuchuk Chekmejeh (Little Drawbridge). Another small portion towards Benyuk Chekme jeh (Great Drawbridge) is ready for opening. These portions of the Constantinople and Adrianople line proceed along the shore of the Sea Marmora, and will serve local purposes step by step. Within Constantinople a large terminus is in progress, so as to secure a sea wharf, and it will be connected by the tramways, open and in progress, with other quarters of the city and the suburbs on the northern Bosphorus. Of the Salonica line, as it is a subsidiary line, it will be sufficient to say that it has been vigorously pushed. By about this date the section to Uskhub has been opened from Salonica as far as Karasoole, 56 miles, a very fair proof of the energy employed. It is expected the con-nection of Salonica with the European system will take place before that of Constantinople, and as it is well placed in the Mediterranean, it is supposed it will become an important commercial port, and for transit will compete with Brindisi advantageously. It will accommoda e Thessaly, Bulgaria, the middle Danube, Roumania, Servia, and even eastern Hungary and Transylvania, as a harbor for export and import. It is expected to afford steam communication with Smyrna, Athens, Syria, the islands of the Archipelago, Cyprus, the coast of Syria, and Egypt. It is also proposed to be employed in connection with the Mediterranean terminus of any line which may be opened by the Euphrates or Tigris with Bagdad and Bas-sorah. Whatever may be its power of competing with Brindisi from this point, Salonica can certainly accommodate Germany and Austro-Hun-The Turkish Government having applied its energies to the Roumelian or European section then turned attention to the Asiatic or Anatolian section. The Roumelian section is, however, such a burden on the treasury, that the Government is not yet disposed to encounter that of the Anatolian undertaking. It is, however most anxious to promote it, and it has begun what may be called a trial work. With regard to a bridge over the Bosphorus, for which there are ger Railroz plans by Mr. McClean and others, that is not of November.

necessity at this moment. The section selected is from the southern suburbs of Constantinople, or from Skutari to Ismid. It is considered by the Government to be important to develop the railway system in the neighborhood of the capi-tal, and this line is an essential portion of a through route. At this point of Ismid begins the great question of the course of the line to the East. This I shall not attempt to decide, for my province has been rather to show what has been One route strongly advocated is by the east of Persia. We have now come to the point where an intermediate port is to be found for working, temporarily or permanently, the railway from the Mediterranean to Bagdad, in connection with steamers from Brindisi. It will, however, be seen that another way will be opened from Salonica. Mr. W. P. Andrew long favored Sue dieb, and the restoration of the port of Seleucia, but is now, it is understood, ready to accept Skanderoop. The Government have wished not to displace the old port of Skanderoon for the creation of a new town. Either the Euphrates or Figris line will reach Bagdad. In India itself we have now a connected railway system from the port of Bombay, and there will be another port of junction at Kurrachee. This system, as we have seen, is joined to Bassorah and Bagdad. At present this great section of the through line and this vast plant is only available for the loca service of the decayed but newly growing city of Bagdad. If the through line reaches Bagdad, or if Mr. Andrew's instalment of it is perfected, then there is all the machinery for bringing passengers from further India to the Mediterranean shore, and within about two days of a station of the European railway system. It is this large traffic of all India which is waiting for us, and to be augmented by that of Cevlon, the Netherlands and Spanish India, China, Australia, and New Zealand. Such must, in the end, afford a remunerative return, not only on the whole enterprise, but on its accessories, and render possible many great yet subsidiary projects, which are now delayed for want of encouragement. Such as improved means for crossing the channel, and the plans already referred to for crossing the Boshporus. By establishing main lines, they will facilitate the lines with light rails and with light working stock, of which we hardly know the beginning, but of which the future extension must be Within a couple of years, Turkey will so great. be able to place troops on the Danube, and to receive in case of need the aid of Austro-Hungarian armies on the Danube, or even in Asia Minor. We can already afford military help to Bagdad, but if there and confirm the Turkish power; were a through line, we can send a contingent from India to give assistance even in Asia Minor. To Turkey, the value of the through line is that it enables her to secure Bulgaria, Bosnia, and Thessaly, and to keep down the tribes of Koords and Arabs, who have until lately, resisted her supremacy, as they did that of the Greek and the Roman empires. Such undertakings, bringing with them the blessings of prosperity, increase but to us, guarantees for peace; holding out a participation in such advantages, they tend to promote moral objects in which we have a still deeper interest-the welfare of our own people in India, and the natives under our protection and tutelage.

Articles of incorporation were granted on the 13th of November to the Little Rock and Hot Springs section of the branch of the Missouri, Arkansas and Louisiana Railroad and Telegraph Company, of Arkansas, and the following board of directors elected: Ph. Lee Anthony, T. C. Peek James Lawson, J. J. Clendenin, and W. E. Woodruff, jr. The officers are: President, P. L. Anthony; Treasurer, S. H. Tucker; Chief Engineer, Arnold Syberg.

The cars on the Camden (N. J.) Passenger Railroad commenced running on the 25th of The number of miles added during the year was

Illinois Contral Railroad

The statement of this Company for the month of November, 1871, is as follows:

LAND DEPARTMENT.

Sold	2,417.15 for 40 for	876 20
Acres Free Lands sold		4,772.42
Total sales during month of November, 1871	2,823,44 for	\$27,227 48

To which add Town Lot Sales ... Total of all 2,823.44 for \$27,227 48

Cash collected in November, 1871 \$84.252 41 ESTIMATED EARNINGS-TRAFFIC DEPARTMENT.

In Illinois In Iowa 707 Miles. 402 Miles. 1109 Miles. Freight.....\$414,554 00 \$80,268 00 \$494,822 00 Passengers... 105,105 86 Mails 6,875 00 88,106 70 144,212 56 8 059 33 9,484 33 Mails 6,875 00 Other sources 69,000 00 2 440 67

Tot. Nov., '71. \$596,034 86 \$123,874 70 \$719,909 56 Tot. act'l earn

i'gs, Nov.,'70\$665,291 01 \$146,416 50 \$811,707 51

The last rail on the Connecticut Western Railroad, connecting the eastern and western sections, was laid at Canton on the 7th inst. The road is 671 miles in length, extending from Hartford, Conn., to Millerton, on the New York State Line, where it connects with the Dutchess and Columbia Railroad, running thence to Fishkill on the Hudson River, a farther distance of 58 miles.

It is stated that there is a movement for the early construction of a narrow gauge railroad from Rutland, Vt., to Whitehall, N. Y. The movement is inaugurated by the marble dealers of West Rutland and the slate dealers of Hydeville and Fair Haven, and it is backed up by the transportation companies of Whitehall.

A railroad survey is now being made along the western shore of Lake George from Caldwell to Ticonderoga. The only obstruction to such a road is Hagua Mountain, and it is said there is a ravine in that through which a road may be run with a rise of only thirty-five or forty feet to the mile.

The earnings of the Central Pacific Railroad for the month of November, 1871, were \$898,862, against \$777,513 for November, 1870an increase of \$121,349. For the first eleven months of 1871, the earnings were \$8,796,341, against \$7,411,425 for the corresponding period of the previous year-an increase of \$1,383,916.

The last rail on the St. Louis, Lawrence and Denver Railroad was laid on the 2d inst. The road runs from Lawrence to Pleasant Hill Mo., where it connects with the Pacific Railroad of Missouri. It is leased to and will be operated by the latter company.

The last rail on the Shepaug Valley Railroad, running from Hawleyville on the Housatonic Railroad to Litchfield, Conn., was laid on the 7th

The associated railways of Germany consist of 78 companies, owning 19,145 miles of road.

The annual report of the Director of the United States Mint covers the operations of the Min and branches for the fiscal year ending June 80, 1871, thus:

The deposits of bullion at the Mint and branches during the fiscal year were as follows : Gold \$37,-054,202 26; silver, \$5,975,982 54; total deposits, \$43,080,184 80. Deducting from this total the redeposits, or bars made at one branch of the Mint and redeposited in another for coinage, the amount will be \$39,137,404 13.

For the same period the coinage was as follows: Gold coin, number of pieces, 1,120,916; value, \$21,802,473; unparted and fine gold bars, \$13,-101,089 42; silver coin, pieces. 3,664,792; value, \$1.955,905 25; silver bars, \$3,544,180 13; nickel, copper and bronze pieces, 11,672,750; value, \$283,760; total number of pieces struck, 16,458,-458; total value of coinage, \$40,187,409 80.

The distribution of the builion received and

coined at the Mint and branches was as follows:

Philadelphia.—At Philadelphia, gold deposited, \$3,064,738 81; gold coined, \$3,206,760; fine gold bars, \$129,184 88; silver deposited and purchased, \$1,557,892 60; silver coined, \$1,156,255 25; silver bars, \$148,647 75; nickel copper and bronze coinage, value, \$283,760; total deposits of gold and silver, \$4,622,625 81; total coinage, \$4,919. 88; total number of pieces, 18,670,015.

San Francisco.-At the branch mint, San Francisco the gold deposits were \$25,521,650 56; gold coined, \$24,241,006 28; silver deposited and purchased. \$937,577 89; silver coined, \$908,015 27; total deposits and purchases, \$26,459,228 45; total coinage, \$25,149,021 50; total number of pieces,

New-York .- The Assay Office in New York re ceived during the year, in gold bullion, \$6,345,-838 88; in silver bullion, including puchases, \$2, 171,120 26; total value received, \$8,516,459 24; number of fine gold bars stamped, 9,769; value, \$5.461 801 IO; silver bars, 10,763; value, \$1,269,-501 75 : total value gold and silver bars stamped, \$6,731,302 85.

Denver .-- At the Assay Office, late branch mint, Denver, Col., the deposits for unparted bars were : Gold, \$1,104,147 10; silver, \$18,561,63; total deposits, \$1,122,708 73; an increase of deposits over the last year of \$116,658 47. This is very gratifying, and encourages the belief that as the min-eral resources of the district are developed the business of this office will be correspondingly increased. It is now engaged, as last year, in melting, assaying and stamping gold and silver bullion in unparted bars, bearing the Government stamp of weight and fineness. The assay office, in the performance of its appropriate functions, fally meets all the demands of the mining interests of Colorado.

Charlotte.-The deposits at the branch mint at Charlotte, N. C., have not been large, and are not The deposits as heretofore, are as increasing. sayed and returned to depositors in the form o' unparted bars. The deposits for bars during the year were: gold, \$14,522 81; silver parted from gold, \$145 31; total deposits, \$14,668 12, a decrease from last year of \$1,440 48.

Dahlonega and New Orleans.—The branch mints at these places are still closed. No necessity

exists for their being opened again as assay of

fices or branch mints.

Ca son City. This branch mint has been in successful operation during the past fiscal year, and the prospects for the future are most encouraging. The deposits during the year were—gold, \$1,-003,809 60; gold coined, \$230,715; unparted gold bars, \$731,320 79; silver deposits and purchases, \$1,290,684 85; silver coined, \$52,875; unparted and fine bars, \$1,969,645 05; total deposits and purchases, \$2,294,494 45; total number of pieces, 138.543.

This statement exhibits the gratifying fact that the amount in value of the gold and silver deposits during the year has exceeded that of the past year more than \$2,000,000. The Superin-lis thirteen miles.

tendent, in his report, expresses full confidence in the future of that branch. A bullion fund, adequate to the exigences of the business of the mint. has been provided, and full authority has been given to melt, assay, and stamp gold and silver bullion, and return the same to depositors in un parted bars, bearing the Government stamp of weight and fineness. This has largely increased its business, and added to its usefulness.

The continued suspension of specie payments restricts the work of the mint and the amount of the coinage. The capacity of the mint and branch mints now in operation is more than sufficient to meet every demand for the conversion of the gold and silver deposits into coin, and, consequently, there is no legitimate necessity for increasing the

number of branch mints.

From the discoveries and developments constantly making of the deposits of the precious metals in our Western States and Territories, it is not beyond the practical and real to say that, before another decade, the annual production of gold and silver in the United States will be more than doubled. The reports are full of encouragement, but at the same time care must be taken by the prudent to distinguish between the true statement and the exaggeration of the mere specu-

New York Elevated Railway.

The third mortgage interest in the Elevated Railway was sold at auction on the 6th inst. by Mr. James C. Miller, at the foreclosure of Mr. Nathaniel Jarvis, Jr., referee. This mortgage, of course, covered all the property and franchises of the road subject to the first two mortgages. It was purchased by the newly formed organiza-tion called the "New York Elevated Railway Company," for \$230,000. The parties concerned in this enterprise own a majority of the bonds secured by the previous mortgages. The com-pany intend to complete the road to Harlem River, and put on new dummies and cars as soon The following officers and directors as possible. as possible. The following officers and directors have been elected: W. L. Scott, president; David Dows, treasurer; D. N. Barney, F. H. Tows, Ashbel H. Barney, John D. Main, Harry Kennedy, W. L. Wallace, Geo. H. Marvin, John A. Cowing, Geo. C. Martin, Alfred C. Barnes, F. A. Foster.

The Monadnock Railroad, which now runs from Winchendon, Mass., to Peterborough, is to be extended 18 miles to Hillsborough Bridge next spring and summer, making the distance from Winchendon and Keene by rail 29 miles less to Concord than at present. The distance from Keene to Concord by turnpike is 40 miles; by rail, via Groton Junction, Mass., and Nashua, about 111 miles; via Winchendon, 82 miles.

Articles of association of the Chicago, Continental and Baltimore Railroad Company were filed in Indianapolis, at the office of the Secretary of State, on the 7th inst. The Indiana portion of the proposed line will run through the counties of Lake, Porter, Laporte, Stark, Marshall, Fulton, Wabash, Kosciusko, Wells and Adams, a distance of 165 miles. Capital \$15,000,000.

The Galveston papers announce the sale, on the 1st inst., of the Galveston, Houston and Henderson Railroad, under a decree of the District Court of the United States for the Eastern district of Texas. The purchaser was Mr. F. O. James, of New York, and the amount paid \$675,-

Work on the railroad from Freehold to Keyport (N. J.) was commenced at Marlboro, Monmouth county, on the 4th inst. The distance

It is the intention of parties interested to build a railroad from the terminus of the Vineland Railroad at Atsion, N. J., to Bordentown-thus giving an all-land route from Delaware Bay to New York.

The Central Railroad Company of New Jersey have declared a quarterly dividend of 21/2 per cent, and an extra dividend of 1 per cent, payable January 20, the transfer books closing De-

RAILROAD IRON.

300 Tons 55 lb. English Rails, slightly rusted by Salt Water, for sale by

W. H. PETIT. 72 Wall St., N. Y.

RAILROAD IRON.

400 Tons 40 lb. Welsh Rails, made by the Rhymney Company, in store for sale by PERKINS, LIVINGSTON & POST, 31 New Street, New York.



Highest Premium awarded by American Institute Fair, 1871.

AUTION .- Purchasers of Prince's Metallic Paint are requested to buy in original packages, and see that each package has our trade mark and name on the side, as Mineral and other worthless paints are thrust upon the public on the merit and often in the name of PRINCE'S METALLIC PAINT. For sale by the trade generally and PRINCE & BASS, Manuf's, 96 Cedar street, N. Y.

BORDEN & LOVELL

COMMISSION MERCHANTS.

70 and 71 West St., New York, Fall River Iron Works Company's NAILS, BANDS, HOOPS & RODS,

BORDEN MINING COMPANY'S CUMBERLAND COALS.

Manhattan Oil Company,

Office, 16 Broadway, New York,

JAMES M. MOTLEY, President.

Mason's Sperm, Manhattan Signal, Extra Lard, Tallow, and Mystic Coal Oils.

Also, Sperm, Elephant, Whale, Paraffine, Machinery, Elaine, and Olive Olls, for Railroads, Steamers, Woolen and Cotton Factories, Machinery and Burning.

DIRECTORS:

James M. Motley,
Edward Rowe,
T. M. Niven,
James Murphy,
Phillip M. Millspaugh.

Drawing Instruments, Paper, Tape Measures, &c.

Illustrated Catalogue sent by mail, 10 cents JAMES W. QUEEN & CO., 924 Chestnut St., Philadelphia. 535 Broadway, New York.



WILLIAMS' I. A.

UTICA

UTICA, NEW YORK.)

Established 1851.

Williams' New Patent Coal Oil Head Light,

WITH BRAZED SAFETY BURNER,

Which will not take fire or explode, and is adapted to any make of Head Light Chimney. These Head Lights are either of Cylindrical or Square Form, and of first class workmanship. The Silver Plating on the Reflectors is warranted for fifteen years. They are acknowledged by all to be the best Head Light manufactured, and are used on nearly all principal Railroads in the country.

I. A. WILLIAMS, Patentee.

HEYERDAHL, SCHÖNBERG & CO. 31 Pine Street. NEW-YORK.

10 CORNHILL, E.C. LONDON.

STEEL& IRON RAILS

Sole Agents in the United States for SAMUEL FOX & CO.'S Bessemer Steel Rails.

RAILROAD SECURITIES NEGOTIATED

TRAUTWINE'S CIVIL ENGINEER'S POCKET-BOOK

THE CIVIL ENGINEER'S POCKET-BOOK OF MENSURATION, TRIGONOMETRY, SURVEY ING, HYDRAULICS, HYDROSTATICS, IN STRUMENTS AND THEIR ADJUSTMENTS, STRENGTH OF MATERIALS, MASONRY. PRINCIPLES OF WOODEN AND IRON ROOF AND BRIDGE TRUSSES, STONE BRIDGES AND CULVERTS, TRESTLES, PILLARS, SUS-PENSION BRIDGES, DAMS, RAILROADS TURNOUTS, TURNING-PLATFORMS, WATER E STATIONS, COST OF EARTHWORK, FOUNDA TIONS, RETAINING WALLS, etc., etc. In addition to which the elucidation of certain important principles of construction is made in a more simple manner than heretofore. By John C. Trautwine, Civil Engineer, 648 pages, with nearly one thousand illustrations, executed expressly for the work; forming, altogether, the most complete and concise work of the kind ever published.

The well-known ability of the Author, and his wide-spread reputation as a Civil Engineer, is a sufficient guarantee of the completeness of the work, and renders further recommendation un-

Bound in Morocco, Tucks, Gilt Edges. Price, \$5 For sale by Booksellers generally.

CLAXTON, REMSEN & HAFFELFINGER, 819 and 821 Market-st., PHILADELPHIA.

HAMILTON RUBBER WORKS

C. V. MEAD & CO.,

MANUFACTURERS



C. V. MEAD. R. S. MANNING. R. L. HUTCHINSON. G. W. NORTON.

Post Office Address, Box 588, TRENTON, N. J.

RAILROAD IRON.

1,000 tons LLYNVI VALE. 1,000 " BAILEY BROS.

50 LBS. ERIE PATTERN. Now in vard and for sale

DANAS & LITCHFIELD. 49tf 18 William street

Park Gate Iron Rails.

(Manufactured in Yorkshire and the best rail made in

WM. BAILEY LANG & CO., 54 Cliff Street. NEW YORK.

ESTABLISHED IN 1852.

Billmeyer & Smalls,

YORK, PENN.

This old established firm continue to build all kinds of Freight Cars to order.

Narrow Gauge Cars

naving received their special attention, they are prepared o receive orders and to deliver promptly. A contract has ust been made with the pioneer Narrow Gauge Road—8 t. Gauge—on this Continent—(The Denver and Rio Grande R. W.)—for 100 cars; also for a Georgia Road.

Comparative weights of Narrow and Full Gauge Carsent by mail free of charge.

C. Billmeyer. D. E. Small. - J. H. Small.

THE AMERICAN LIGHT WORKS, DIAMOND DRILL CO.

ARE MANUFACULURING Under the celebrated Leschot Pat-ents, with important improvements,

ND - POINT

ESPECIALLY ADAPTED TO

Drilling Rock

Tunneling, Open Cut and Side Work in RAILROAD IMPROVEMENTS.

They are Driven by Compressed Air or Steam, and Bore at a Uniformly rapid rate, making a perfectly cylindrical hole, of the same size top and bottom in the hardest rock.

The economy of these Drills and their entire efficiency have been abundantly established, and the advantage of the rotary over the percussive operation very generally allowed. NO SHARPENING REQUIRED. The Drills are also adapted [in different sizes and styles,] to Channelling, Gadding and Shafting: also to Deep Boring for testing the value of Mines and Quarries. Catalogues sent upon application. Manufactured by

The American Diamond Drill Co., No. 61 LIBERTY ST., NEW YORK.

THE

Baxter Steam-Engine.

MANUFACTURED BY

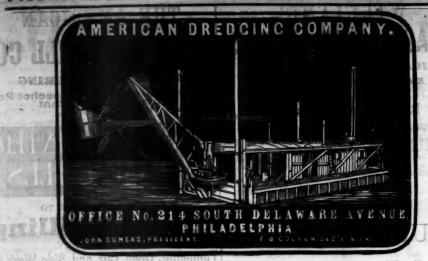
COLT'S PATENT FIRE-ARMS M'F'G CO... HARTFORD, CONN.,



TR A SHIF-CONTAINED MACHI COMPACT, SIMPLE, SAFE, EC NOMICAL, FULLY GUARANTEED.

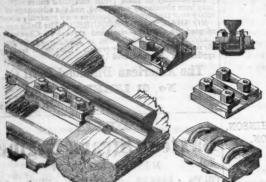
SIZES, 2, 3, 5, 8, AND 10 HORSE POWERS For Circular and Price List address

The Baxter Steam-Engine Co., 18 Pank Place, New York



Contract for BUILDING and OPERATING at any point required.

MACHINERY and APPLIANCES for RIVER, HARBOR and BANK IMPROVEMENTS, constantly on hand, and furnished on short notice.



FISHER'S PATENT

Wrought Iron

MADE BY

FISHER & NORRIS,

TRENTON. N. J.

The Superiority of these Joints has been proved by eight years' use on different Roads.

DANAS & LITCHFIELD, No. 18 William Street, New-York.

of best AMERICAN, ENGLISH and WELSH make, of ORDINARY or SUPERIOR QUALITY, and of any size, weight and pattern, from WORKS, YARD or EUROPEAN Shipping port, or delivered at ports in the United States or Canadas.

and Puddled Steel Rails, Chairs, Spikes, &c.

CAMP'S IMPROVED DUMPING CAR.



RIGHTS FOR SALE BY A. W. RHOADS & CO.,

Wilkes-Barre, Pa.

A. W. RHOADS. N. H. CAMP.



Fig. No. 1, Car Loaded & at Rest. TO DUMP THE CAR. Fig. No. 2, Car Dumped. The Brakeman seizes the lever H, and raises it about a foot, thus releasing the hopper from the catch, C, and the tilting-frame, F, from the catch, C, when the hopper, K, yields to the force of gravity and rolls over to the position shown in Fig. 2.

To Replace the Hopper in Readiness for another Lead

shown in Fig. 2. To Replace the Hopper in Readiness for another Load.

The brakeman bears his weight on the up-end of the tilting-frame, F, forcing it down to its place, when the hopper sails back to its place, where it is held by the catches, C and C.

PACIFIC MAIL Steamship Company's California, Japan and China.

VIA PANAMA, CARRYING MAILS, PASSENGERS AND FREIGHT TO

KINGSTON, JAMAICA, SANTA MARTHA AND GREYTOWN, AND PACIFIC COAST OF MEXICO, CENTRAL AMERICA, PERU, AND CHILL.

Steamers leave 15th and 30th each month, except when those days fail on Sunday, then the day previous.

Dec. 15, steamer RISING STAR, CAPT H. P. CONNER, will leave Pier No. 42, North River, at 12 o'clock noon, for Aspinwall, via Kingston, Jamaica touching at Acapulco, Manzanillo and Mazatlan, and connecting at Panama cyth steamer COLORADO, Capt. —, also connectfor all Central American and South Pacific ports Freight for last-named ports received until 4 P. M. of Dec. 13.

Dec. 13.

Steamer GREAT REPUBLIC will leave San Francisc., Dec. 1, f. r Japan and China.

For rates of passage, freight and all further information, apply at the Company's office on the pier, foot of Canal street.

F. R. BABY, Agent.

ENGLISH SCOTCH IRE BRICK

In Store and to Arrive

AT NEW YORK, BOSTON AND PHILADELPHIA.

S. L. MERCHANT & Co.,

76 South Street, New York, 27 Central Wharf, Boston,

205 1-2 Walnut St., Philadelphia,
AGENTS for the UNITED STATES OF MAW &
OO'S (London) Encaustic Tiles, Geometrical and Pictorial MOSAIC and Plain Tile Pavement and Majolica and
Enamelled Wall Tiles for Entrance Halls, Corridors, Conservatories, Churches, Cemeteries, Chapels, Balconies,
Fireplaces, Unings, Hearths, Exterior and Interior Wall
Panels, Tablots, String Courses.

EDWARD W. SERRELL, CIVIL ENGINEER.

78 & 80 BROADWAY. NEW YORK CITY.

Railroads, Bridges, Explorations.

Particular attention given to the Examination of Public Works for Capitalists seeking Investments.

Atherton & Coles. STATIONERS. PRINTERS, LITHOGRAPHERS

AND

Blank Book Manufacturers.

Particular attention paid to RAILROAD and BANK-ERS' STATIONERY and PRINTING.

> 16 Maiden Lane, NEW YORK

THOMAS D. STETSON, Solicitor of American and Foreign Patents, and Professional Expert in Patent Gaser. No. Tryon Row, New York. A. W. BHOADS & CO., Wilkes-Barre, Pa. Lock Box 131.